Big Boy with wings • New Haven electrics vs. steam

Classic Trains®

THE GOLDEN YEARS OF RAILROADING

Winter 2010
DISPLAY UNTIL FEBRUARY 1, 2011

A great place for trains

Winton Place station was *the* spot for Cincinnati railfans in the 1960s

B&O and PRR trains at Winton Place, Ohio, 1967

PLUS

N&W 2-8-8-2's tackle Blue Ridge

Dispatching the unraveling Rock Island

Growing up with Missabe Road steam

Color photo gallery • Bad ride on the Pennsy

www.ClassicTrainsMag.com

$6.95

0 72246 46788 6 54

Vol. 11 - Issue 4

SANTA ONLY COMES ONE DAY A YEAR...

SPEND THE REST WITH US

Make your list at
www.WhiteRiverProductions.com
or call 877-787-2467

ClassicTrains

Editor	Robert S. McGonigal
Art Director	Thomas G. Danneman
Senior Editor	J. David Ingles
Graphic Designers	Drew Halverson
	Scott Krall
Editorial Assistant	Diane Laska-Swanke
Contributing Illustrator	Bill Metzger
Librarian	Thomas E. Hoffmann
Publisher	Kevin P. Keefe

Editorial
Phone: (262) 796-8776
E-mail: editor@classictrainsmag.com
Fax: (262) 798-6468
P.O. Box 1612
Waukesha, WI 53187-1612

Display Advertising sales
Phone: (888) 558-1544, ext. 625
E-mail: adsales@classictrainsmag.com
Fax: (262) 796-0126

Customer service
Phone: (800) 533-6644
Outside U.S. and Canada: (262) 796-8776, ext. 421
E-mail: customerservice@kalmbach.com
Fax: (262) 796-1615

Selling Classic Trains magazine or products in your store:
Phone: (800) 558-1544, press 3
Outside U.S. and Canada: (262) 796-8776, ext. 818
Fax: (262) 798-6592
E-mail: tss@kalmbach.com
Website: www.Retailers.Kalmbach.com

Visit our website
www.ClassicTrainsMag.com

Kalmbach Publishing Co.

President	Gerald B. Boettcher
Executive Vice President	Charles R. Croft
Vice President, Advertising	Scott Stollberg
Vice President, Marketing	Daniel R. Lance
Corporate Art Director	Maureen M. Schimmel
Managing Art Director	Michael Soliday
Corporate Circulation Director	Michael Barbee
Group Circulation Manager	Ken Melsinger
Assistant Circulation Manager	Kristin Johnson
Circulation Coordinator	Amanda Finch
Single Copy Sales Director	Jerry Burstein
Advertising Sales Manager	Mike Yuhas
Ad Services Representative	Annie Guldberg
Production Supervisor	Helene Tsigistras
Production Coordinator	Sue Hollinger-Yustus

Single copy: $6.95 U.S. Subscription rates: 1 year (4 issues), $23.50; 2 years (8 issues), $44.00; 3 years (12 issues), $63.00. Canadian: 1 year (4 issues) $29.50, 2 years (8 issues) 53.95, 3 years (12 issues) $79.95. International: 1 year (4 issues) $30.50, 2 years (8 issues) $58.00, 3 years (12 is-sues) $84.00. Payable in U.S. funds drawn on U.S. bank (Canadian price includes GST.) BN 12271 3209 RT. Printed in U.S.A. All rights reserved.

©2010 Kalmbach Publishing Co. Any publication, reproduction, or use without express permission in writing of any text, illustration, or photographic content in any manner is prohibited except for inclusion of brief quotations when credit is given. Classic Trains assumes no responsibility for the safe return of unsolicited material. Acceptable photos are paid for upon publication. Feature articles are paid for upon acceptance. For information about contributing to Classic Trains, contact the Editorial Assistant.

KALMBACH PUBLISHING CO.

Editor's Page

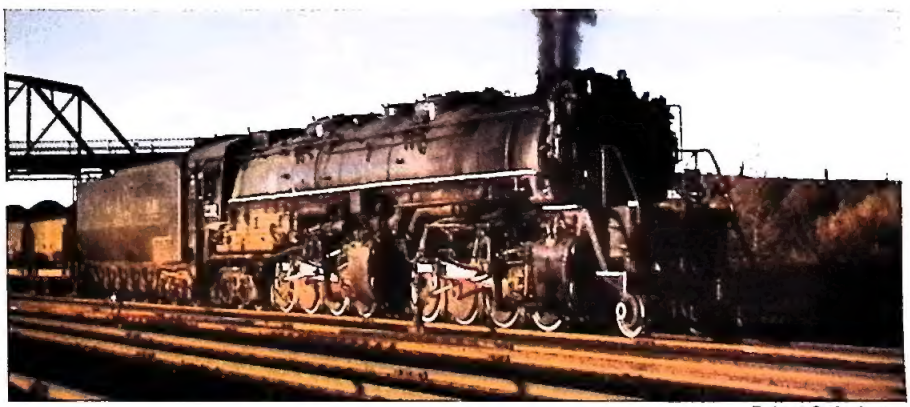
16-drivered powerhouses

It's a sight we can only imagine now, for it's been half a century since it actually occurred: a giant locomotive, with two sets of eight-coupled driving wheels, converting fire, water, and its own weight into a tractive force far in excess of 100,000 lbs. Articulated locomotives with 16 drivers first appeared a little more than 100 years ago, in the form of ponderous 0-8-8-0 Mallets for helper and yard service. The addition of leading and trailing trucks and other refinements caused 16-drivered engines to evolve into road power capable of hauling immense mineral drags, fast freights, even passenger trains. With few exceptions, 16-drivered articulateds were the biggest, strongest, and most compelling of all locomotive families.

These leviathans figure in three articles this issue. On pages 32–35, Gil Bennett tells of the brief application of smoke deflectors to a member of the most celebrated class of 16-drivered engines, a Union Pacific 4-8-8-4 Big Boy. Then Brian Belanger recalls his Minnesota boyhood on the Missabe Road [pages 36–43], including some impressive displays by the road's 2-8-8-4's. Finally, on pages 46–53, Jim Shaughnessy looks back at the Norfolk & Western 2-8-8-2's that helped trains up the Blue Ridge grade in Virginia.

All three of these engine classes lasted until the end of Class 1 steam in 1959–60, and several survive as displays. But, given their size and complexity, it seems a certainty that these powerhouses will remain silent forever.

Robert S. McGonigal



Robert C. Anderson

Missabe 2-8-8-4's 224 and 225 were the last 16-drivered engines to operate when they pulled two fantrips in July 1961. A few years earlier, sister 232 enters Proctor Yard.

Classic Trains®
THE GOLDEN YEARS OF RAILROADING
Winter 2010 • Volume 11 Number 4

46

A doubleheaded N&W coal train passes the helper waiting at Boaz, Va., to push up to Blue Ridge. *Jim Shaughnessy photo.*

At Winton Place, railfans saw trains of six roads

For a short time, a Big Boy had "smoke wings"

Missabe rides included coaches . . . and cabs!

As the Rock's red ink grew, operations suffered

Contents

22 Queen City Gathering Spot • Denny Hamilton
B&O's little Winton Place depot was *the* place to be in the 1960s

32 A Big Boy . . . with Wings! • Gil Bennett
A short-lived experiment gave an unusual look to a UP 4-8-8-4

36 Growing Up with the Missabe Road • Brian Belanger
Hanging out at Fayal Yard cemented a lifetime interest in trains

44 Classics Today: Links to the Past • Thomas H. Garver
The Winston Link Museum helps keep N&W history alive in Roanoke

46 Helper Heaven • Jim Shaughnessy
Recalling the men and Mallets that pushed N&W trains up Blue Ridge

54 Night Chief at Des Moines • Dan Sabin
A Rock Island dispatcher learns how financial losses impact operations

58 Bird's-Eye View: Crescent City Centralization
New Orleans Union Passenger Terminal is ready to replace five depots

62 Photo Section
All-color: CN and CP steam, Western varnish, Reading's diesel variety

68 New Haven Steeple-Cabs vs. Steam • J. W. Swanberg
More flexible than electrics, 0-8-0's won a short hump-yard battle

72 Bad Ride on the Pennsy • Ralph S. Podas
A 1947 letter from a brother tells what postwar travel was *really* like

3 Editor's Page *16-drivered powerhouses*
6 Contributors *Meet this issue's crew*
8 Head End *Items from railroad history, then and now*
10 Fast Mail *Letters from our readers*
16 True Color *Smoke from a snug mobile office, a GTW caboose*
18 Fallen Flags Remembered *Central Railroad of New Jersey*
76 Workin' on the Railroad *Milwaukee Road hostler*
78 The Way It Was *Tales of railfans and railroaders*
84 Car Stop *Dual-gauge and decimals in Denver*
86 Ready Track *Brief reviews of classic era books and DVD's*
88 Second Section *Winton Place is no more*
91 Bumping Post *In Chicago, the king of IC's Central Stations*

On the cover: Baltimore & Ohio's Detroit-bound *Cincinnatian* arrives at Cincinnati's Winton Place station in August 1967 simultaneously with PRR's inbound *Cincinnati Limited* from Columbus, with cars from New York via the *Spirit of St. Louis* (see page 22). *Jim O'Dell photo.*

CLASSIC TRAINS is published quarterly in January (Spring), April (Summer), July (Fall), and October (Winter), (ISSN 1527-0718, USPS No. 019-502) by Kalmbach Publishing Co., 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612. Periodicals postage paid at Waukesha, Wis., and at additional offices. Postmaster: Send address changes to CLASSIC TRAINS, Kalmbach Publishing Co., 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612. Canada Publication Mail Agreement No. 40010760.

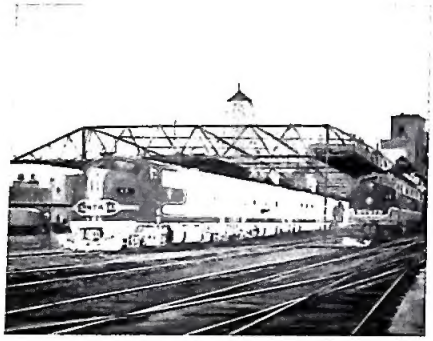
Carl Loucks

...SELLING RAILROAD TIMETABLES
50 Mungertown Rd. #14, Madison, CT 06443

Railroad Employee Timetables, Public Timetables, Guides, Rule Books, Maps, Brochures, Trolley, Ship & Bus Items

Catalogue issued monthly for over 30 years. Write, call or email for your free copy. All items guaranteed original. Money back if not pleased with any item.

(203) 245-7531 • chloucks@sbcglobal.net

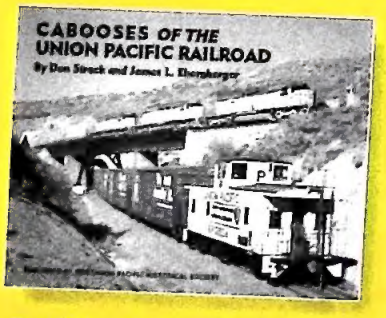


C.L. SMITH Artist
Railway Paintings

Brigantine Gallery
5149 Main St.
Downers Grove, IL 60515

630.663.0399
www.vickeryart.com

CABOOSES OF THE UNION PACIFIC



The definitive work on the subject. Covers not only UP cars, but touches on those of merger partners WP, Missouri Pacific and MKT. 11" x 8 ½" hard bound, 288 pages, 110 color and 290 black & white images, folio sheets, Painting & Lettering and General Arrangement Drawings, Rosters and Bibliography.

$50.00 ($40.00 UPHS members) plus $5.00 S&H

Join the Union Pacific Historical Society

and receive our highly-acclaimed quarterly magazine, *The Streamliner*, as well member's discounts on all of our books.

Membership $35 US, $40 Canada, $55 International

UNION PACIFIC HISTORICAL SOCIETY

P.O.Box 4006
Cheyenne, Wyoming
82003-4006

www.uphs.org

Contributors

BRIAN BELANGER ["Growing Up on the Missabe Road," pages 36–43], of Rockville, Md., is retired from the Visiting Committee on Advanced Technology at the National Institute of Standards and Technology, where he was Executive Director. An electrical engineer, Brian worked for the General Electric Research and Development Center and the Atomic Energy Commission before joining NIST. An avid antique radio collector in addition to being a railfan, he is the volunteer curator of the Radio-Television Museum in Bowie, Md. (www.radiohistory.org). This is Brian's first article in CLASSIC TRAINS.

GIL BENNETT ["Big Boy . . . with Wings!" pages 32–35] has been a professional illustrator since 1984. He graduated from the University of Utah's Art Department and has continued to study and develop his style as he worked with a wide variety of subject matter. Noted railroad artist Howard Fogg (at left in this photo

of the two artists) once called Gil the "heir apparent" and told him to "paint like hell"; he has been doing his best to follow that advice ever since. After Fogg died in 1996, Gil was contacted to restore many of his paintings, and he learned more from this than from his years in school. Gil calls himself an "artistrator," a term he coined to describe his style, which blends the expression of an artist with the technical detail of an illustrator. Samples of his work are on his website, www.gilbennett.com. This is Gil's first byline with us, although he painted a planned-but-never-built UP 4-8-4 for our STEAM GLORY, a special edition published in 2004.

PETER BRILL ["CNJ: Coal, Commuters, and a Comet," pages 18–21] grew up in Lakewood, N.J., along CNJ's Southern Division and remembers RS3's, GP7's, SD35's, and SD40's on symbol trains JS-1/SJ-2 and sand extras. Summer jobs in a trackside window factory provided an opportunity to glimpse freight action and help unload boxcars of lumber. Further CNJ influence came with a 12-year stint on the Middletown & New Jersey, whose president, Pierre T. Rasmussen, was a former CNJ trainman and agent. Pete, who lives in Woodbury, Conn., is editor of *The Unionville Flyer* for the Middletown & New Jersey Railway Historical Society and the CNJ editor for the Anthracite Railroads Historical Society's *Flags, Diamonds and Statues*. This is his first CLASSIC TRAINS byline.

THOMAS H. GARVER ["Classics Today: Links to the Past," pages 44–45] is a retired art museum director, writer, and independent curator. In 1957–58, just out of college, he worked for Winston Link as a part-time assistant and made three trips with him to assist in the visual and audio documentation of N&W steam. Tom contributed to Link's first book, *Steam, Steel & Stars* (Harry W. Abrams, 1987), and was the sole author of the second book of Link's railroad photos, *The Last Steam Railroad in America* (Abrams, 1995). In 1994, Tom became Link's business agent, and following Link's death in 2001, served as organizing curator of the O. Winston Link Museum in Roanoke, Va. He lives in Madison, Wis.; that's his dog Jane with him in the photo. This is his first feature byline in CLASSIC TRAINS.

DENNY HAMILTON ["Winton Place," pages 22–31], a Cincinnati native, credits spending time at Winton Place with sparking his lifelong interest in trains, which saw him through a 25-year career with Amtrak in Sales and Passenger Services. An interest in steam (he's pictured with C&NW 4-6-0 1385) helped him land a summer job during his years at the University of Cincinnati on the steamboat *Delta Queen*. Currently the marketing manager for a Milwaukee ad agency, Denny works part-time selling advertising in *N Scale Railroading* magazine. He and his wife Gayle have three children. Denny thanks Cincinnati-based railfan friends Tom Bredestege, Jim Edmonston, Jack Haap, Jim O'Dell, and Mike Weber for their help with the article, Denny's second in CLASSIC TRAINS following one on the Tennessee Railroad in Summer 2005.

RALPH S. PODAS ["Bad Ride on the Pennsy," pages 72–75] spent his entire 38-year career with the Pennsylvania and successors Penn Central and Conrail, retiring at Columbus, Ohio, in 1985 as Area Director, Industrial Development. As an avocation in retirement, he has written and had published several articles on boiler explosions and other types of railroad accidents. His piece on the 1938 Milwaukee Road *Olympian* disaster in Montana (published in *Railroad History*) won him the Railway & Locomotive Historical Society's 1994 David P. Morgan Article Award. His beloved wife of 62 years, Ann, died in November 2009. This is Ralph's first CLASSIC TRAINS byline.

DAN SABIN ["Night Chief at Des Moines," pages 54–57] in 1976 moved to dispatching on Rock Island's Southern District in El Reno, Okla., and his experiences there are related in a feature in our next special edition, WORKING ON THE RAILROAD, to be published in late November 2010. After leaving the RI, he served on various other railroads until returning to Iowa in 1994 to be co-owner and president of Iowa Northern Railroad (IANR), which runs 125 miles of the former RI between Cedar Rapids and Manly, Iowa. He recently formed the Manly Junction Railroad Museum, which will display equipment from the RI and other roads. Dan and his wife Colleen live in Coralville, Iowa; their sons Josh and Jonah help their father in managing the IANR. This is Dan's fourth article in CLASSIC TRAINS.

JIM SHAUGHNESSY ["Helper Heaven," pages 46–53] has contributed a "Shaughnessy Files" article to each issue of CT since Fall 2007.

J. W. "JACK" SWANBERG ["Steeple-Cabs vs. Steam on the New Haven," pages 68–71] is a widely published author, photographer, and NH historian. His *New Haven Power: 1838-1968* was published by Alvin F. Staufer in 1989. Retired from a career that began on the New Haven and ended on Metro-North, Jack, a veteran world-wide rail traveler, lives in Guilford, Conn. This is his fifth byline in a CLASSIC TRAINS publication, three of them on NH topics.

TRAVELECTRIC
The Story of the Rochester, Syracuse & Eastern Railroad and Associated Lines
Bulletin 113 of the Central Electric Railfans' Association

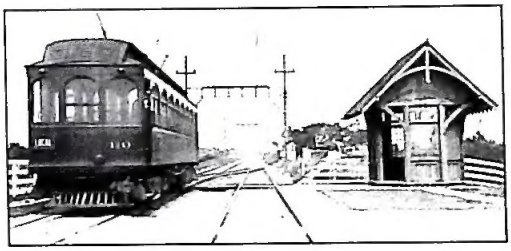
TRAVELECTRIC

By James R. McFarlane

TravElectric is the story of one of the premier electric railway systems of New York State. Authored by James McFarlane, TravElectric recounts the development, life and times of the Rochester Syracuse & Eastern and several connecting lines that comprised the "Beebe System" of electric railways. The RS&E's double track main line and well-appointed high speed interurbans provided an attractive alternative to the steam railroads of the day.

A New Book from CERA!

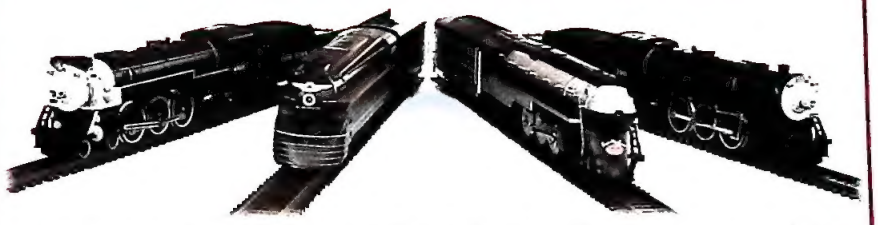
Order #B-143,
TRAVELECTRIC,
256 pages, $49 postpaid,
IL residents add $4.78 tax.



Central Electric Railfans' Association
Dept CT, P.O. Box 503, Chicago, IL 60690
E-mail: books@cera-chicago.org. Dealer inquiries invited.

Visit *CERA-Chicago.org* for credit card purchases, a free book catalog, membership, monthly meetings & events schedule.

S Scale Steam Engines



We have 5 styles of steam engines with matching passenger or freight cars in 15 different road names. Pictured: NYC 4-6-2 Pacific, PRR 4-6-2 K-4 Pacific, NYC Empire State Express 4-6-4 Hudson and SP 4-6-2 Pacific. All in stock for immediate shipment including the New NYC, Rock Island and Southen engines. Pictured below our 2nd run of our massive 4-8-4s Santa Fe, Rock Island, Burlington,Western Maryland and Leigh Valley.

Prices starting at $329.95 for the 4-6-2 Pacific AC Flyer engines, all come with mechanical chug sound and puffing smoke. Electronic whistle and bell in tender starting at $379.95. Catalog is available $5

Visit our web site at: **www.americanmodels.com**

Serving S gauge for 30 years !

American Models 248-437-6800
10087 Colonial Indust. Dr.,South Lyon, MI 48178

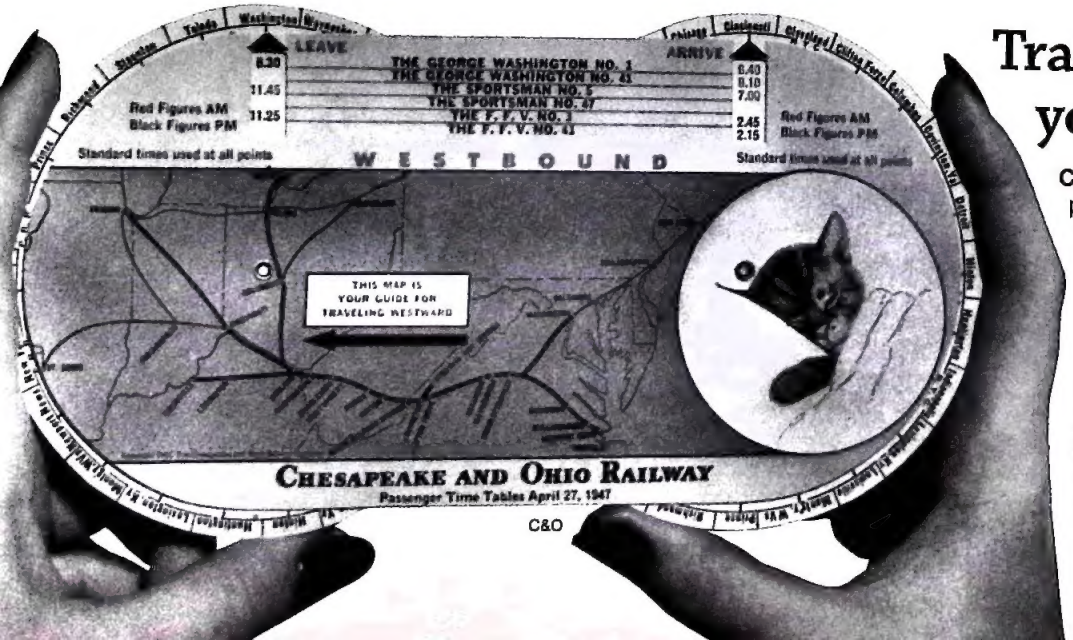
VISA

Set-out sleeper, ready and waiting

Robert W. Bullermann

Here's an inviting sight: Milwaukee Road sleeping car *Gallatin River*, standing alone in the depot at Milwaukee on a July 1964 evening. Trap open, step box down, and connected to house steam, the 8-duplex-roomette/6-roomette/4-double-bedroom car has been available for occupancy since 8:30 p.m. At 11:30, the Chicago–Minneapolis *Pioneer Limited* is due to arrive, pick up the Pullman, and depart at 11:40. Tomorrow morning, the eastbound *Pioneer* will set out a similar car here.

Do you know a youngster who shares your interest in trains? He or she might like TRAINS4KIDS, a special Kalmbach publication for kids age 5 to 10 that's filled with games, activities, and basic information on the machines that fascinate young and old alike. T4K hits newsstands November 23, or call 800-533-6644 to order.



Train times at your fingertips

Chesapeake & Ohio, under the pro-passenger leadership of outside-the-box-thinker Robert R. Young, produced this cardboard gadget for its April 25, 1947, timetable change. By turning two discs labeled with place names and times, you could plan a trip on any of C&O's top trains: the *George Washington*, *Sportsman*, or *F.F.V.* Small initials below some cities indicated they were reached by connecting railroads. The side pictured was for westbound travel; the other side was for eastbound. Now that's a hand-held device we can *all* relate to!

Sudden danger

A sobering example of the dangers of railroading is this B&O SD40 with a cabful of lumber. On June 15, 1979, at Bremen, Ind., a load of lumber on a westbound train shifted and slid into the cab of No. 7598, running backward as the trailing unit on an eastbound. A brakeman riding the diesel's cab sustained minor injuries—and no doubt paid special attention the next time he passed another train.

Bremen Inquirer

Safety by any color

In 1969, I was a clerk in Louisville & Nashville's Engineering Department at Louisville. The L&N had just acquired part of the Chicago & Eastern Illinois and we were integrating the two properties. I was on a team to "sign up" former C&EI maintenance-of-way employees so they could be assigned an L&N identification/payroll number. We traveled from Evansville, Ind., to Woodland Junction, Ill., signing up employees along the way. The first section gang we saw at Evansville was diligently at work replacing ties. We noticed all the men were wearing bright orange hard hats; L&N forces did not wear hard hats at that time. One of our team remarked —in all seriousness—that there were some savings to be had when we eliminated those hard hats. Of course, L&N later adopted hard hats; some were yellow, some white. However, sometime in the 1990s, successor CSX went with a new hard hat and—what do you know? —it was a bright orange. When I saw them, I could only recall 1969 and how the C&EI would be proud that CSX had finally caught up with it 25 years later.—*Denny Meredith*

J. M. Gray

Who's in the doghouse?

After 1937, when the trainmen's union and the Association of American Railroads agreed that a seat would be provided for head-end brakemen on all new and overhauled freight engines, small shelters for this purpose began sprouting on locomotive tender decks. Inevitably tagged "doghouses," the shelters also were good perches from which to observe the trailing train. Here's a brakie on a MoPac 2-8-2 at Little Rock.

Obituaries

Charles "Chuck" LeFever

Former Erie Railroad locomotive fireman Chuck LeFever died June 18, 2010, at age 85. His 1940s Erie experiences were the subject of two articles by him in CLASSIC TRAINS publications [Winter 2004 issue and STEAM GLORY 2], and a third story of his is awaiting publication in our files. LeFever served in the Navy during World War II and went on to a career with R. H. Macy department stores, from which he retired in 1990 as corporate vice-president of employee relations. A native of Ohio, he lived in northern New Jersey in recent decades.

Charles S. Roberts

Author, publisher, and game designer Charles Roberts, 80, died August 27 in Maryland. He founded Avalon Hill Co., whose board games included "Rail Baron," "Dispatcher," and "C&O/B&O." His Barnard, Roberts & Co. published several books on B&O and PRR topics.

Ronald C. Wallace

Video producer Ron Wallace, 65, died August 23 in Waldwick, N.J. A Navy veteran and 40-year EL/NJ Transit ticket agent, Wallace produced railroad video programs and sold books through his company, RonRail Pictures.

On the Web @

www.ClassicTrainsMag.com

Check out our redesigned site!

Our website has a new look, additional features, and enhanced search capability. If you haven't been there for a while, check it out!

CLASSIC TRAINS Forum

Exchange ideas, ask questions, provide information, or just enjoy lively discussion with fellow readers at our online forum. It's free and open to all.

Bird's-Eye View

Since its launch in 2004, the "Bird's-Eye View" series of annotated aerial photos has been a popular part of the print magazine. Now, subscribers can view past BEV installments online.

The Way It Was

Railroaders and railfans share their adventures from the golden years of railroading. New stories are added every month.

Fallen flags in brief

Read thumbnail histories of all the "fallen flag" railroad companies, including how they fit into the mega-systems of today.

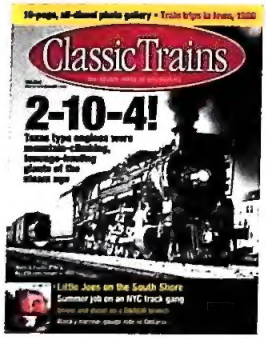
Photo of the Day

See a different black-and-white or color photo from our collection each weekday. Plus, subscribers can view hundreds of past photos in the archive, which now has enhanced search capability.

Ten-coupled tales

Neil Carlson's Fall 2010 CLASSIC TRAINS cover story, "Toward the 2-10-4" [pages 20–30], was very enjoyable, especially since I grew up three blocks from the Pennsylvania's Columbus–Sandusky, Ohio, branch where the Lima-designed J1-J1a classes held sway during the Lake Erie coal season. (I also remember Chesapeake & Ohio T-1 and H-8 2-6-6-6's across the Olentangy River in Linworth.) My best summer, at age 14, was 1956 when the 12 leased Santa Fe 5011 series 2-10-4's assisted the seven active J1's. A very minor complaint is that the author could have mentioned the "ultimate" 2-10-4, PRR's Q2 "4-10-4" or rigid-framed 4-4-6-4 duplex, which it intended to be a much-improved engine over the J class. Pennsy built these 26 engines by canceling yet another Lima order for 25 more J1's. The Q's, while being the most powerful 10-drivered engines ever built, were all silent by 1952 while the J's soldiered on five more years. The J's, non-standard by PRR thinking, remained the best post-1930 steam ever on "The Standard Railroad of the World."

Ryan Hoover, Worthington, Ohio



Carlson's story was well done. Santa Fe's 2-10-4's really impressed me the first time I saw one, in Albuquerque in 1951. They were well proportioned and handsome and did what they were built for. The early Santa Fe 2-10-2 3026, pictured on page 22, was unique in its own right. It started in 1911 as the low-pressure unit of one of the 10 "world's largest locomotives" at the time, 2-10-10-2 No. 3003. The front 2-10-0 low-pressure units came from Baldwin and were attached to existing 900- and 1600-class 2-10-2's, which were four-cylinder tandem compounds from 1903–04. In 1917, the 10 2-10-10-2's were broken up and made into 20 simple 2-10-2's, numbered in classes 3010 (3010–19) and 3020 (3020–29). Almost all were scrapped prior to 1950, but the 3026 remained. In July 1952 it was renumbered 3291 to make room for new Fairbanks-Morse 1,600 h.p. road-switchers, and was scrapped in March 1953.

Stan Kistler, Grass Valley, Calif.

The otherwise excellent 2-10-4 article has an error in the history of the development of ten-coupled types in stating there were no 2-10-0's built between the Lehigh Valley pioneer of 1867 and Erie Railroad's Camelbacks of 1891. I can think of two other Decapod orders before 1890, in 1886 by Northern Pacific for two for switchbacks over Stampede Pass in Washington, at the time the world's largest locomotives, and another for two 3-foot-gauge engines for the National of Mexico, which was building its main line from Nuevo Laredo to Mexico City. These two locomotives were standard-gauged in 1905, along with most of the railroad.

Art Hamilton
Osoyoos, B.C., Canada

Alden Armstrong

Where small 2-8-2's and then GP9's trod, Rio Grande GP30's arrive Monarch, Colo., in 1977.

Monarch revisited

I enjoyed Jim Shaughnessy's "Mikes and Geeps to Monarch" photo essay [pages 66–73, Fall], and am enclosing a few shots I took, of GP9's on the line in 1964 and GP30's in 1977. As you can see, little had changed since Jim's visits. Once I was living in a place that had no room for even a normal table-top model railroad, and I seriously considered building a layout depicting this Rio Grande Monarch line with switchbacks running up the wall. About this time I discovered girls, however, so the concept was stillborn.

Alden Armstrong
Grand Junction, Colo.

In Jim Shaughnessy's great photo retrospective, on page 68 is a photo taken at Poncha Junction in July 1954, whose caption states that the Marshall Pass line at that date had been pulled up. Not so. It was not taken up to Poncha Junction until late September 1955, so the distinction was not moot. While it's true that abandonment had been authorized by the ICC in 1953, as the map on page 71 shows, the abandonment was not consummated until 1955. A few revenue trains ran in 1954, and the last non-scrap train (much photographed by the late Robert W. Richardson) ran on May 2, 1955. The abandonment was made effective May 4, 1955, and scrapping began in Gunnison yard the following day. Next were the Sapinero and Crested Butte branches, then the main Marshall Pass line, working eastward.

Dwight Long, Nassau, Del.

Recalling the West Point Route

That was a nice "Fallen Flags Remembered" piece by C. K. Marsh Jr., on one of my favorites, the West Point Route ["The South's Fraternal Twins," pages 16–19]. I think Parker Lamb's fine photo on page 17 may show an eastbound passing Roanoke Junction, Ala.,

a couple miles east of Opelika, not a westbound. That's the Central of Georgia branch to Roanoke in the lower right, with the U.S. 431 overpass in the distance. Keep up your great Southeast coverage and early diesel items.

David Harris, Russellville, Ark.

The West Point piece was a welcome diversion for this "son of the South." My sister and I rode the *Crescent Limited* over the A&WP-WofA on our annual summer trips from New York to visit our grandmother in Alabama, changing to Southern's flagship at Atlanta off the Seaboards's *Silver Comet*, which took us south. (Why? The *Crescent* was all-Pullman north of Altanta, as shown in the 1956 centerspread photo on pages 46–47, and we traveled coach.) In all our trips, I never recall our power being more than a pair of FP7's—consisting of one from each road, *every* time—so the two photos of three-unit consists including Geeps were eye-openers.

We were ticketed to Chehaw, Ala., the station closest to our destination of Tuskegee Institute (now University), of Booker T. Washington, George Washington Carver, and "The Tuskegee Airmen" fame. Oddly, the article's map omits Chehaw, about midway between Auburn and Milstead, which was a connection for Western of Alabama during World War II, being a junction with the 6-mile Tuskegee Railroad. Tuskegee's motive power was a small 1924 Baldwin 2-6-2, No. 101. When it was replaced in the mid-1950s by a six-wheel Plymouth diesel, the 101 went to Brewton, Ala., to serve at the T. R. Miller Co. mill, after which it was acquired by the Illinois Railway Museum in Union. Although the 2-6-2 now is a display item, when my wife and I visited IRM in 1977, the 101 gave us a special memory.

On another Fall issue topic, the lead unit on the Jersey Central freight on the New York & Long Branch, GP7 1532, pictured in "The Way It Was" on page 79, was one of the two units, with the 1526, that plunged into the water at the open Newark Bay drawbridge in the famous 1958 commuter-train tragedy.

J. C. "Jim" Smith Jr., Beechhurst, N.Y.

Three small corrections are in order for Marsh's excellent summary of the

2011 Railroading Calendars

Colorado Narrow Gauge pictures classic images of Denver and Rio Grande steam between 1940 and 1968.

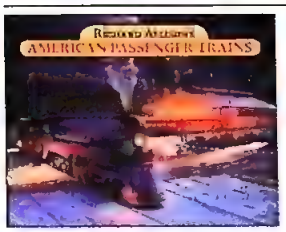
Great Northern delivers motive power ranging from the big Mikado #3390, to a colloquy of engines at the Appleyard.

Howard Fogg's Trains features paintings of lines from the Santa Fe (#1812) to New York Central (#27), with classic stops in between.

Milwaukee Road pictures innovative rail power, from the bipolar E-1 to "Little Joe" 21 to an 84" drivered Atlantic.

Pennsylvania Railroad shows the road's mix of power: GE Class Y-1 (1930) to an EMD GP35 (1964) and more.

Railroading! shows off contemporary majors in action, from BNSF to CN and regionals like Metro-North.



Richard Allison's American Passenger Trains recalls The Morning Hiawatha, The Yankee Clipper and more.

Santa Fe Railway looks at the road through change, from the line's last steam (Texas Type 2-10-4) to contemporary GE diesel.

Streetcars & Trolleys recalls their greatest days from Pacific Electric's Northern District to service at Canal Street in New Orleans.

Those Remarkable Trains delivers distinctive pictures of steam and diesel from around America in the 1950s and 60s.

Union Pacific Poster Art reproduces classic images that promoted UP train travel to the west from the beginning of the company in 1869 and through the next century.

- Each calendar opens to 14 x 22 inches with generous space for appointments.
- $13.95 USD
- **To receive free shipping,** *Classic Trains* readers are invited to use **order code CT010** when you call to order or purchase on the web.

ORDER

Name _____

Street _____

City _____ State _____ Zip _____

Qty	Item	Price	Total

Free Shipping CT010

CT Sales tax 6% _____

Total _____

Check One: Enclosed ☐ Check ☐ Discvr ☐ MastCrd ☐ VISA ☐ AmEx

Credit Card Number _____

Expiration Date _____

To order, visit www.tidemarkpress.com or call toll-free:

1.888.461.4619

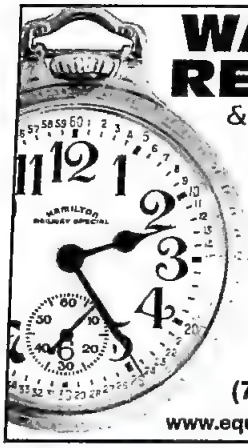
Tide-mark

PO Box 20 • Windsor • CT 06095-0020

"This one is a MUST!"
- Trains magazine

ALL TIME A#1 BEST-SELLING ALL PRR K-4 ALBUM
Over 10,000 copies sold!

Totally new, 24 Bit/96K Digital Remaster from the original recordings!
The Perfect Holiday Gift
$15.00 + 3.00 First Class Shipping
Semaphore Records
P. O. Box 22304
Alexandria, VA 22304



WATCH REPAIR
& Restoration

Specializing in mechanical high grade & Vintage watches
- Railroad
- Wrist & Pocket
- CALL About Vintage Railroad Watch Sales

(717) 653-9799
www.equationoftime.com

RAILROADING HISTORY
FROM VOYAGEUR PRESS

Vintage Diesel Power
By Brian Solomon
An illustrated look at passenger, freight, and switching locomotives from the mid-twentieth century to today, with detailed captions.
$19.99

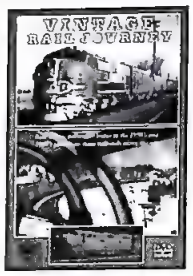
The Cars of Pullman
By Joe Welsh, Bill Howes, and Kevin J. Holland
"This is a luscious read for anyone who is interested in American passenger railroads at their peak." —Railnews (UK)
$40.00

ALSO AVAILABLE

- Alco Locomotives By Brian Solomon $40.00
- Railroad Signaling By Brian Solomon $24.99
- Steam Power By Brian Solomon $17.99
- The Complete Book of North American Railroading By Kevin EuDaly & Mike Schafer $40.00
- Baldwin Locomotive Brian Solomon $40.00

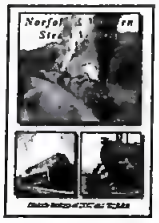
Available at bookstores and online booksellers and at www.VoyageurPress.com

New DVD's of Vintage Classic Railroad action



Last Steam Freights 1968 8mm films of D&RGW's last season of freight ops, as well as some special moves. Alamosa-Chama-Durango-Farmington. K28's, K36's, and Class K37's in this historic DVD depicting many final steam moves on the Rio Grande Narrow Gauge.Music & Narration. Two DVD set! 100 Min $34.95

Vintage Rail Journey Incredible group of 8mm films shot mainly in the 1950's and 1960's. 1952 trip from San Francisco-Atlantic City, then more mid-west, and western trips. Shot from the train, and some trackside as well. Music & Narr. 95 Min. $29.95



Norfolk & Western Steam Variety 8mm ride the Arrow, and Virginian Steam. 16mm 1958 visit to Roanoke and Blue Ridge Grade one month before the J's were gone from passenger service. Variety of locos. 80% Color, Music & narration. 30 Min. $24.95

More Vintage with Music and Narration-No Fake Sounds

Big Boys & Challengers 4-6-6-4's and 4-8-8-4's in 8mm, and 16mm footage from the 1950's. Also first runs 3985. color...Rare!45 Min $29.95

Last Streamliners Through The Rockies Cal Zephr in 1970, and last run of "Royal Gorge" 1967, 1981 sound & Amtrak 60 Min $29.95

Southern Pacific's Overland Route Bay area to Utah. Mostly steam and 98% color. Variety of engines with Cab Forwards. 60+ Min$29.95

Union Pacific Steam Classics-Vol 1 16mm films of rare steam in Kansas with 4-12-2's, and 4-6-6-4's in Neb, plus lots more 55 Min $31.00

DVD's with Authentic Sounds

Canadian Steam 1957 M. Laing's 16mm Vancouver, Kamloops, Prairies, more!45 Min $29.95

Canadian Steam 1958 CPR and CN in Prairies, and Winnipeg. See 2860 & 6060!45 Min $29.95

Canadian Steam 1959 Final year of steam in Prairies, Nice Portage La Prairie 50 Min $29.95

DM&IR Yellowstones-Giants of Steam 16mm Laing film of 2-8-8-4's in action. 30 Min $24.95

DM&IR Steam Variety Becker 16mm footage with various steamers in action, including reg. service and excursions also. 44 Min $29.95

Northern Pacific's Farewell To Steam Laing film of mostly 4-6-0 1372 trips, and some regular service and other locos. 30 Minutes $24.95

Rayonier-The Last Steam Logger Laing film with 2-6-6-2 #14 and ex Sierra 38, plus 2-8-2 90, and more vintage action. 30 Minutes $24.95

We have more steam and diesel DVD's
For Catalog send $2.00 (Free with order) or see web site

Greg Scholl Video Productions
P.O. Box 123 CT, Batavia, OH 45103
Phone 513-732-0660, Fax 513-732-0666

Shipping $5.00 for total U.S. Order. 1-2 items 1st class, Media Mail for 3 or more. Priority: $5.00+$1.00 for ea. additional dvd. Canada $5.00 for 1, then $1.00 each additional. Foreign $7.00 for 1, $3.00 each additional. Oh Res. add 6.5% tax. Visa, MC, Amex, and Discover accepted, or MO. Order online at.
http://www.gregscholl video.com

Fast Mail

West Point Route. The reference to "the parent of the Central of Georgia" was to the Central Rail Road & Banking Company of Georgia, which was the name of the road prior to the Panic of 1897. In the reference to A&WP using "Southern's Terminal Station," the Atlanta Terminal Co. was owned one-third each by Central of Georgia, A&WP, and Southern; Seaboard Air Line was a tenant. Nearby Union Station was operated by NC&StL for tenants Georgia, ACL, and L&N. The main line southwest to East Point was shared by A&WP (now CSX) and CofG (now NS). Each owns and maintains one main track (CofG northbound, A&WP southbound). The Central never went to Palmetto, although A&WP's double track did.

I offer two other clarifications: Atlanta Joint Terminals was a joint operation of A&WP, Georgia, and L&N until the latter vacated Hulsey Yard in 1957. The Central of Georgia passenger trains to and from Columbus, Ga., were a joint operation with A&WP, with shared crews. The trains accepted A&WP tickets, Atlanta to Newnan, as you couldn't buy a CofG ticket between those points. That became a problem after A&WP exited the passenger business but the Central still ran the *Man o' War.*

George Harwood, Tampa, Fla.

The laid-back island

I bought your Fall issue for Jim Shaughnessy's article on the D&RGW Monarch Branch, but what really stood out was Ken Perry's fantastic Canadian National photograph on pages 50–51. This picture very nicely captures the laid-back feel of Vancouver Island, although I never saw CN's operations there. I offer one minor correction to your caption, which indicates the Northern Alberta Railways had 5 B-B-trucked GMD1 units. NAR's GMD1's were all six-axle A1A-A1A's, much like the CN 1000 series. CN's ran long-hood-forward as in the photo, while NAR's ran short-hood-forward. The NAR units became CN 1077–1082.

Jason Arnot, Calgary, Alberta

Where was C&NW 217?

Your Fall issue was great, as always, but photographer Mike Schafer apparently mis-captioned his lower Chicago

& North Western photo [page 48 in "Photo Section"]. Faulkner, Iowa, is on the old Minneapolis & St. Louis, not the ex-Chicago Great Western. In fact, that train led by FP7 217 cannot be at Faulkner, as the elevators are wrong. Faulkner has a small 1940s elevator, and had the shot been there, the elevator would be on the east (left) side of the track. I tried to find clues to the location, but cannot discern any lettering on the water tower or elevator. I asked Iowa friends to check the photo to see if this might be on the old M&StL, perhaps Sheffield or Rockwell. I have a notion it may be Bondurant, Iowa, on the former CGW north of Des Moines, on the line to Oelwein.

Donald E. Vaughn, Hampton, Iowa

Shorter than Portage?

Steven Duff, in his "The Wacky, Wonderful Portage Flyer" [pages 38–43], states that this line was advertised as the shortest commercial railroad in the world at 1⅛ miles in length. At the time, it may have been, but I believe the shortest was the standard-gauge Marion River Carry Railroad in upstate New York, at just 0.7 mile. Information and pictures can be found at www.sthubertsisle.com/page154.html. The MRC was also used to ferry standard railroad cars across between the two lakes involved. They arrived (and departed) on barges, a real carfloat operation. The MRC's one locomotive, plus one car, are on display at the Adirondack Museum in Blue Mountain Lake, N.Y.

Larry Girard, Depauville, N.Y.

Santa Fe reminder in Berkeley

I enjoyed seeing "Bumping Post" [page 90], which featured Santa Fe's 1904 Spanish Mission-style Oakland, Calif., depot, and the long-gone passenger service there. Interestingly, not all vestiges of the Oakland line are gone, as bits and pieces of the right of way, and even some trackage, still survive. Perhaps most surprisingly, so too does the Santa Fe passenger station in Berkeley, on University Avenue (above). Looking more Moorish than Spanish, it recently was a restaurant and now is, I believe, a learning center.

Kevin McGonigal, Moorestown, N.J.

Kevin McGonigal

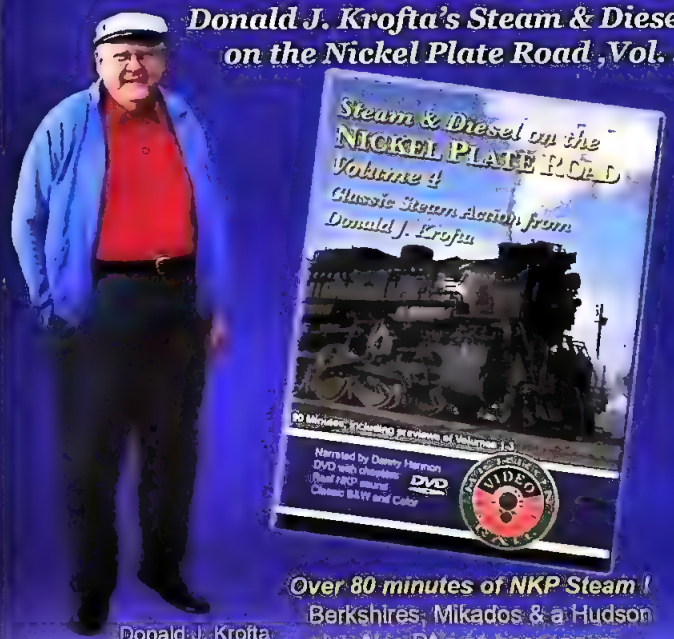
Santa Fe's Berkeley, Calif., depot survives.

HERRON RAIL VIDEO

New DVD (not a DVD-R) In Stock Now:
Donald J. Krofta's Steam & Diesel on the Nickel Plate Road, Vol. 4

Since 1985. The finest in Vintage Rail Video

More Steam & Diesel on the NKP From Donald J. Krofta



Volume 1 1957-1960 Ft. Wayne to Bellevue Item 034-D $39.95

Volume 2 1957-1959 Bellevue to Erie Item 034.2-D $39.95

Volume 3 1957-1959 W&LE lines N. Ohio Item 034.3-D $39.95

Donald J. Krofta began shooting 16mm film of railroads in 1953. We are proud to offer his film of NKP, NYC, B&O, PRR and others on DVD's that thousands enjoy worldwide.

Over 80 minutes of NKP Steam !
Berkshires, Mikados & a Hudson plus Alco PA's on passengers
All in regular service 1956-1958.
Real NKP sound!

Watch with or without Narration!
Chapters! Includes previews of Vols. 1-3 item 034.4-D $39.95

MORE SELECTIONS WITH DON KROFTA'S FILM
STEAM & DIESEL on the NYC (3 Volumes)
NIAGARA'S LAST STAND (NYC Toledo & N. Ohio)
NYC INDIANA DIVISION (2 Volumes)
STEAM & DIESEL on the B&O (2 Volumes)
STEAM & DIESEL on the PRR (2 Volumes)
RAILS WEST (Diesels on UP, BN, DRGW, ATSF, more)
POCAHONTAS GLORY Vol. 7 (Portsmouth N&W)

S&H in USA & Canada
First item $ 6.00 Add'l items $1.00 ea

Visa/MC orders call 800 783-3886
or log on to www.herronrail.com
Mail orders to:
HERRON RAIL VIDEO
2016 N. Village Ave., Tampa, FL 33612

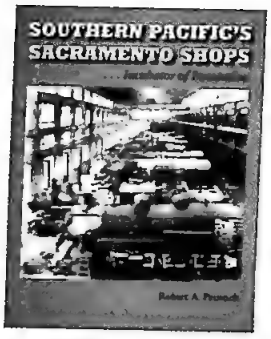
All Color CN Motive Power Review from Monte Vista Publishing

Canadian National
CN Diesel series Volume 1- revised
All photos of engines on the roster as of June 30, 1999
8.5" x 11" perfect bound 96 pages
Roster data completely updated & revised including retirement & disposition info.
Full color action photos measure 10.5" x 8"
Color Roster photos measure 5.25" x 3.25"
Please call (909) 374-1989 or visit www.montevistapublishing.com for more information.
*$39.95*US Dom S&H $10.00 Intl. S&H Air Only $20.00
2830 North Ave. Ste. C5B-410 Grand Jct., CO. 81501 AX, MC, VI accepted *Ca res.also include $3.90 tx*

2ND PRINTING SELLING OUT!
GET YOURS BEFORE THEY'RE GONE!

546 pages containing more than 1000 black & white photographs, illustrations & diagrams. To be referenced time and time again.
$69.95 + $7 shipping
www.ontrackpublishers.com
ON TRACK PUBLISHERS, LLC
16 Mt. Bethel Rd. #281, Warren, NJ 07059
732-469-3503

Coming Soon!



SP's Sacramento Shops
by Robert A. Pecotich
One of the greatest and most productive railroad shops in North America, SP's Sacramento Shops built and rebuilt hundreds of locomotives and thousands of freight cars, from 1868 to 1990.
Price: $75
California residents add $6.56 sales tax.
Free shipping, domestic individual orders ($25 shipping, foreign orders)
Order direct: 11508 Green Rd., Wilton, CA 95693
• Visa & Mastercard orders: 1-800-305-7942 •
or order securely at: www.signaturepress.com
see our web site for information on all our books
SIGNATURE PRESS
DEALER INQUIRIES INVITED

Experience the All-American Railroad
Trains editor, David Morgan, so named the NP in 1985.

2011 NPRHA Color Calendar Now Available

Send $7 each plus $1.75 S&H per order.

Northern Pacific Structure & Car Models

NP Structures & Cars built to their Standard Plans available exclusively at NPRHA.org.

NPRHA members receive a calendar plus four *Mainstreeter* magazines each year. Join online at **www.NPRHA.org**, or for details, write:
Northern Pacific Railway Historical Association
5916 West 21st Place
Kennewick, Washington 99338

Fast Mail

Iowa mixed-train memories

Stephen Crews Wylder's "Time Travel in 1966" [pages 32–37] reminded me of when my then-young wife and I lived in Omaha. In 1966 I was finishing my last two years of undergraduate study at University of Omaha, with help from the G.I. Bill and a hard-working spouse. We were poor, but that didn't keep me from planning an occasional vacation. Through an *Official Guide* in the school library, I learned CB&Q offered mixed-train service out of nearby Red Oak, Iowa, so on a spring 1966 Saturday we packed a picnic basket, gassed up our '61 Ford, and headed east. The young station agent was a bit flummoxed by our request for a round-trip family fare (no national park layovers) to Shenandoah. The train (Nos. 101 and 102) no longer ran through to Hamburg, Iowa. We settled on a fare and had a delightful trip. The train crew said we were the first passengers in a year.

Warner Clark, Noblesville, Ind.

Fall fluffs

• Page 10: The photos of the UP turbines in a Kansas City industrial yard were mis-dated by the photographer; they were taken in March 1987.
• Page 13: Correcting a correction to an item in the Summer issue, Texas & Pacific's *Southerner*, pictured overtaking KCS F units, was passenger train No. 7, not a freight.
• Page 14: The "True Color" photo was taken on the Erie Lackawanna's Jersey City–Chicago main line.
• Page 65: The Eastern Railroad opened its Boston Causeway Street depot on April 10, 1854, not "within a dozen years" of the opening of the Boston & Lowell's 1835 depot.
• Page 87: In the Erie steam photo, the town 6 miles west of Long Eddy, N.Y., is Lordville, not Longville. ■

Got a comment?

If you have a comment or correction, write us at Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com. Be sure to include your hometown and state. Letters may be edited for length and clarity.

In Search of Steam III will arrive in late May 2011. Reserve your copy today to save $1 and get FREE shipping!

IN SEARCH OF
Steam
VOLUME III: 1955

Classic Trains MAGAZINE

COMPLETE YOUR SET

The final chapter of a Classic Collaboration

Tag along with writer David P. Morgan and photographer Philip R. Hastings as they savor the final, bittersweet years of steam on the Pennsylvania, New York Central, Baltimore & Ohio, Nickel Plate Road, Canadian National, Canadian Pacific, and other citadels of cinders.

"The steam locomotive had no greater friends than Morgan and Hastings. Their chronicle of the end of an era is as compelling today as it was 55 years ago."
–Robert S. McGonigal, editor, *Classic Trains*

Don't miss the chance to get the final installment of this collectible series!

Order online at www.ClassicTrainsMag.com/CS9 Or call 1-800-533-6644 Monday-Friday, 8:30 a.m.-4:30 p.m. Central Standard Time. Outside the U.S. and Canada, call 262-796-8776, ext. 661. Please have your credit card ready.

P11821 A0CKK9

True Color

Smoke from a snug mobile office

On a chilly late-winter morning, if you're working a branchline freight, is there a better place to be than the warm confines of the caboose? Coal smoke from the stove blends with that from the locomotive two dozen cars ahead. OK, so the doors and windows probably don't seal out all the cold wind anymore. And at stops, you have to get out to throw switches or check car reporting marks and numbers against waybills. But you're not riding the car tops, and you're not in the bouncing, hot-vs.-cold engine cab. Whatever the pros and cons, the era with steam up front is at an end—this is March 1960 on Grand Trunk Western's "PO&N" branch north out of Pontiac, Mich., the 100-mile Cass City Subdivision. By next month, the 48-year-old, hand-fired 4-6-2 up front will be replaced by a new SW1200 diesel with Flexicoil road trucks. Two and a half decades hence, this and many other branches will be gone, and so will the cabooses.

John S. Ingles photo

Jersey Central: Coal, commuters, and a Comet

The 700 route-mile "big little railroad" had 1,900 miles of track

At its peak, the Central Railroad of New Jersey, the self-proclaimed "Big Little Railroad," operated only about 700 route-miles, but in keeping with its densely populated region, totaled over 1,900 miles of track, two-thirds in New Jersey. CNJ's Central Division extended from Jersey City to Phillipsburg, on the Delaware River. The Lehigh & Susquehanna Division (later Central Railroad of Pennsylvania, then the Penn Division) went west from Easton, Pa., to Allentown, then north to Wilkes-Barre and Scranton. The Southern Division, from Red Bank to Bridgeton/Bayside, was reached from Elizabethport via CNJ's Perth Amboy Branch and the New York & Long Branch.

Although "little" in geographic span —it's just 191 miles from Jersey City to Scranton—CNJ was "big" in traffic density. Between Jersey City and Raritan, 35 miles of commuter territory, four to six main tracks handled 300 daily commuter trains carrying 35,000 riders plus "drills" (local freights), longer-distance passenger and freight trains, and, east of Bound Brook Junction, through B&O/Reading Co. traffic from Philadelphia and beyond.

CNJ's origins trace to the Elizabethtown & Somerville, which opened in 1836 and soon extended via Plainfield and Bound Brook to Somerville. The Somerville & Easton began service between Somerville and White House in 1848 and bought E&S in 1849; six days later, the companies merged as the Central Railroad Company of New Jersey.

In 1852 the line reached Phillipsburg, where Lehigh Valley delivered anthracite coal. In 1857, Delaware, Lackawanna & Western connected with CNJ at Hampton, and CNJ laid a third rail east to Elizabethport's piers to accommodate DL&W's 6-foot-gauge cars; CNJ also bought nine broad-gauge locomotives. In 1867, Lehigh Coal & Navigation's Lehigh & Susquehanna Railroad connected to CNJ at Phillipsburg, and for a while CNJ was the tidewater connection for three anthracite roads.

CNJ ran passenger ferry service between Elizabethport and New York City into 1864, when it opened a passenger terminal in the Communipaw section of Jersey City and, to reach it, a mile-long drawbridge over Newark Bay between

Top, Bob Krone; above, R. P. Morris

CNJ had the only double-cab diesels in the U.S., six 2,000 h.p. Baldwins; No. 2005 (top) powers up at Elizabeth. Anthracite roads were noted for Camelback locomotives, which had large fireboxes; Ten-Wheeler 155 picks up water on the fly near Dunellen, N.J., in late 1931 (above).

"E'port" and Bayonne. In 1876, CNJ and the Delaware & Bound Brook (later part of Reading) began through service between Jersey City and Philadelphia. From 1886 till 1958, Baltimore & Ohio passenger trains from Pittsburgh and the west used this RDG/CNJ route to reach New York City. B&O symbol freights ran into the 1970s.

The High Bridge & Longwood Valley opened between High Bridge and Rockaway in 1876, and within two years it became the High Bridge Branch as CNJ absorbed several small iron-ore roads in "north Jersey" to feed regional steel mills; others included the Dover & Rockaway and the Odgen Mine. In 1930, CNJ acquired the Wharton & Northern and the Mount Hope Mineral.

Meanwhile, to the south and west

The Raritan & Delaware Bay was chartered in 1854 as part of a scheme with Delmarva Peninsula carriers to form the New York & Norfolk Air Line Railroad, a rail and steamship route between New York and Norfolk, Va. R&DB began in 1860 via steamboat between New York and Port Monmouth and train service to Red Bank. By late 1862, the road extended 64 miles to a Camden & Atlantic connection; R&DB re-incorporated as the New Jersey Southern in 1870. Vineland Railway opened in 1871 between the C&A at Winslow south through Vineland and Bridgeton to Bayside on Delaware Bay, where it received maritime fruit traffic.

NJS leased the Vineland in 1872, and Jay Gould soon controlled both in a scheme to link with Baltimore and the B&O via Delmarva. Resolution of a rate war between B&O and PRR in 1874 ended B&O's interest in Gould's lines, which entered foreclosure proceedings. A trustee ran NJS until leasing it to the

By Peter Brill

New York & Long Branch, a CNJ proxy, in 1879. Reorganized as the New Jersey Southern Railway in 1880, it later would become CNJ's Southern Division. While coal, cement, chemicals, and manufactured commodities dominated on other divisions, the Southern Division originated produce, sand, gravel, oysters, glassware, and eggs.

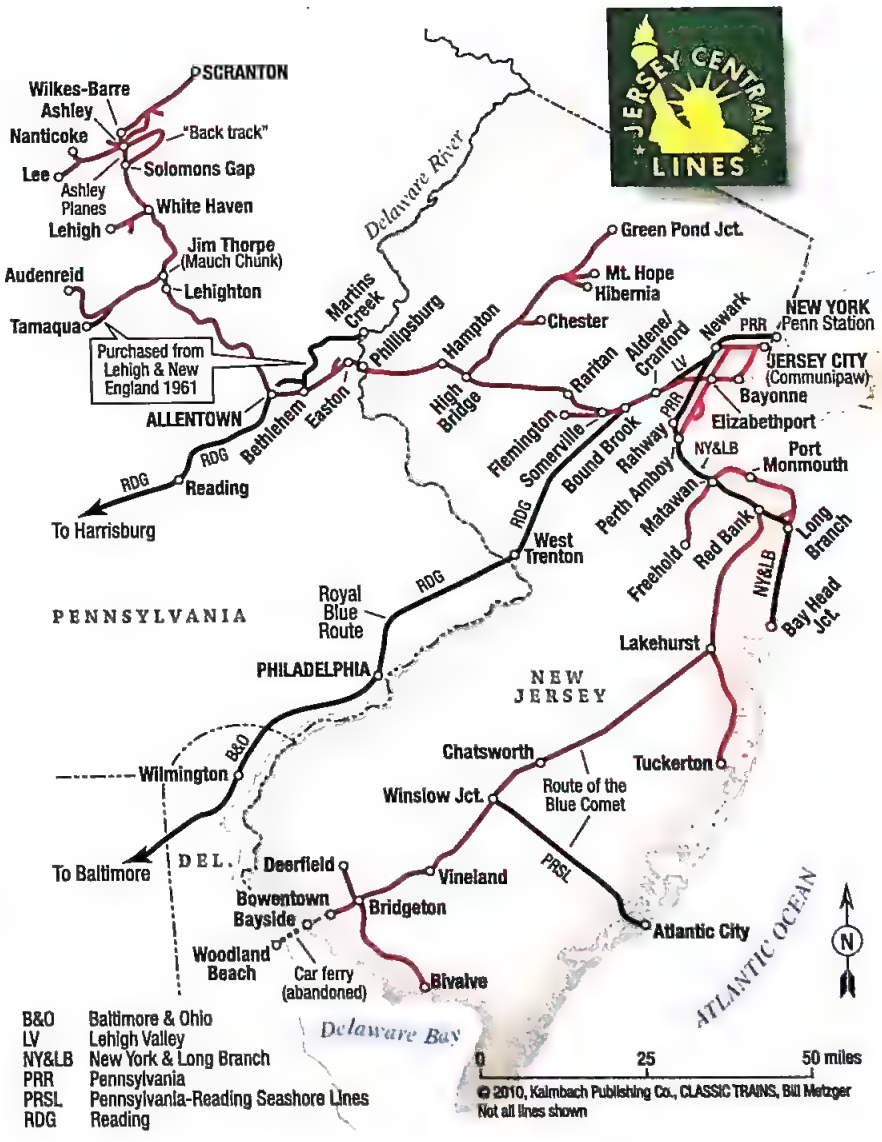
In 1873, NY&LB granted CNJ exclusive operating rights. Service began between Perth Amboy and Long Branch in 1875, and by '82 it extended through Ocean Beach (Belmar), Sea Girt, and Point Pleasant to Bay Head Junction. PRR threatened to build a parallel line, but an 1888 compromise granted both carriers NY&LB rights, with CNJ handling the freight service. NJS got trackage rights between Red Bank and CNJ's Perth Amboy Branch at Perth Amboy.

CNJ entered the anthracite region in 1871 with a 999-year lease of LC&N's Lehigh & Susquehanna, which along with the inclined planes at Ashley opened in 1843 from the White Haven terminus of LC&N's Lehigh Canal to the North Branch Canal at Wilkes-Barre. LC&N was authorized in 1863 to extend L&S from White Haven to Mauch Chunk to replace the flood-ravaged canal, and in 1864 began building to Easton to compete with the parallel LV. Service began in 1867, the same year the "Back Track" opened. This was a 12½-mile conventional railroad between Ashley and Solomon's Gap, supplementing the Ashley Planes by carrying passengers and westbound freight while the Planes hoisted eastbound anthracite.

CNJ's evolution from tidewater connection to competing anthracite road coincided with LV and DL&W developing their own routes to New York Harbor. CNJ originally based its Pennsylvania operations in Mauch Chunk (now called Jim Thorpe). Narrow-gauge "lokies" worked the Wanamie Colliery on the Nanticoke Branch until 1967, and CNJ hauled the anthracite to Ashley's Huber Breaker. In 1892, Central States Dispatch, a fast freight route including B&O, Western Maryland, RDG, CNJ, Lehigh & Hudson River, and New Haven, commenced via Allentown Yard ["Fallen Flags Remembered" on L&HR, Fall 2007]. The rival "Alphabet Route" began in 1931 with Nickel Plate, Wheel-

Gene Collora

Two Budd RDC1's on an eastbound commuter train pass a westbound at Cranford on September 16, 1958. Some CNJ Geeps had a squarish generator "lighting box" on the long-hood end.



Jim McClellan

A "we ain't mad at nobody" diesel consist of F3A/F3B/H24-66/RS3 (that's EMD's, an FM Train Master, and an Alco) rolls eastbound freight through Fanwood-Scotch Plains, N.J., in the '60s.

ing & Lake Erie, and Pittsburgh & West Virginia replacing B&O.

Milestones, firsts, and varnish

In 1893, America's first automatic, motor-operated semaphore signal was installed on CNJ at Black Dan's Cut east of Phillipsburg. Installation of twin McMyler car dumpers at Pier 18 in Jersey City in 1919 created CNJ's foremost destination for anthracite and bituminous coal into the '60s. In 1925, the country's "first successful commercial" diesel locomotive, CNJ 1000, a 300 h.p. box-cab, began a 27-year assignment at Bronx Terminal. Newark Bay bridge was replaced in 1926 by the 1.4-mile, 4-track, 2-span, lift-type Newark Bay Drawbridge. In the 1930s, one of the country's most modern traffic control towers, "RU," was installed at Elizabethport to control the convergence of the multitrack Central Division main with the Newark and Perth Amboy branches. E'port also hosted CNJ's main shops.

Two *Blue Comet* consists, Packard blue with gold lettering and window bands of Jersey cream, in 1929 introduced luxury coach service at no extra charge between Jersey City and Atlantic City. Later that year, *The Bullet* debuted similar service between Jersey City and Wilkes-Barre. Specially painted Pacifics handled both: royal and Packard blue with gold striping and lettering for the *Comet* and dark olive with gold striping and chromium trim for *The Bullet*. The latter ran only two years, but the *Comet* lasted until 1941.

CNJ entered a 10-year bankruptcy in 1939 while controlled by the Reading, which in turn was controlled by B&O. During World War II, the German submarine menace diverted eastbound oil products from tanker to tank car, and CNJ delivered up to 1,000 loads a day, half the New York area's requirement, until pipelines were built. In 1944 CNJ became "Jersey Central Lines" and adopted the Statue of Liberty emblem.

Central Railroad of Pennsylvania was established in 1946 in a vain effort to shield Pennsylvania assets from heavy New Jersey taxation; it was dissolved December 31, 1952, succeeded by the Pennsylvania Division January 1, 1953. In 1961 when Lehigh & New England quit ["Fallen Flags Remembered," Summer 2009], CNJ bought the 40 miles of its Pennsylvania trackage generating cement and anthracite loads.

Camelback 2-8-0's and 4-8-0's yielded mainline freight assignments to 86 heavy 2-8-2's in 1918–25; Pacifics supplemented Camelback 4-6-0's in passenger service, and huge 0-8-0's worked Pennsylvania yards. In 1946, the only double-cab diesels in the U.S., six 2,000 h.p. Baldwins, replaced 4-6-2's between Mauch Chunk and Jersey City. The 1947 arrival of CNJ's first road freight diesels, five A-B-A sets each of EMD F3's and Baldwin DR-4-4-1500 "baby faces," bumped many 2-8-2's, and on July 1, 1948, Ashley Planes closed as diesels handled all freight on the Back Track at half the cost. Freights were dieselized in 1953 and passenger trains in '54. Twelve SD35's in 1965, painted the dark green that had replaced an early blue-and-orange on road diesels, were CNJ's last new-locomotive purchase, while ally B&O provided nine SD40's in 1967.

Cancellation of mail contracts in 1965 brought discontinuance of 18 CNJ trains systemwide. Erstwhile competitors CNJ and LV, battling to survive, sought to reduce costs on parallel Pennsylvania routes, and, with the Reading, implemented a coordination program in November 1965. LV and Reading abandoned small yards and relocated into CNJ's expanded Allentown Yard, while new connections at South Bethlehem and Lehighton permitted LV to run on CNJ Bethlehem–Lehighton. In 1967, CNJ re-entered bankruptcy and dropped its last non-commuter passenger trains (Allentown–Jersey City).

New Jersey DOT implemented the "Aldene Plan" in April 1967 to reduce passenger operating deficits. A new connection from CNJ up an embankment to LV's main at Aldene diverted CNJ trains from the Jersey City terminal to PRR's Penn Station in Newark and eliminated CNJ's Hudson River ferry service. A shuttle train preserved service between Cranford and Bayonne. Operational requirements of the Aldene Plan also caused CNJ to introduce push-pull trains with control cars con-

Paul H. Dalman

In 1975, GP40P 3676 is at Elizabeth on PC with an eastbound "Jersey Builder" (ex-GN cars).

Bob Wilt

CNJ's final diesel livery was this nice red and white, exemplified by RS3 1546 in March '72.

verted from coaches. In November 1968, EMD delivered 13 GP40P's, 3671–3683 (elongated GP40's with a steam generator), which replaced 13 FM Train Masters in passenger service beginning in January '69. Numbered in B&O's system, they were painted blue, visual evidence of B&O's role in financing them.

CNJ's 1971 "Blue Print for Survival" outlined steps to restore profitability, including abandonment of Pennsylvania operations. Before ICC approval but with permission from its bankruptcy court, CNJ left Pennsylvania March 31, 1972, excluding its ex-L&NE trackage. LV assumed CNJ's operations, expecting to keep the through traffic to/from the EL, but CNJ began trains ES99/SE98 with EL between Elizabethport and Scranton via a new connection on the High Bridge Branch. LV and Reading took over CNJ's ex-L&NE lines in January '75. In '72, CNJ had adopted a red with white trim livery that was applied to some RS3's and GP7's plus SD40 3067, dubbed "The Red Baron." It was all in vain, of course, as a federal court in 1974 ruled CNJ, LV, RDG, and PC incapable of reorganization; all were absorbed in 1976 into Conrail. ■

CNJ FACT FILE

Comparative figures are for 1924, 1968 and 1975

Route-miles: 692; 594; 357

Locomotives: 599; 139; 100

Passenger cars: 925; 186; 150

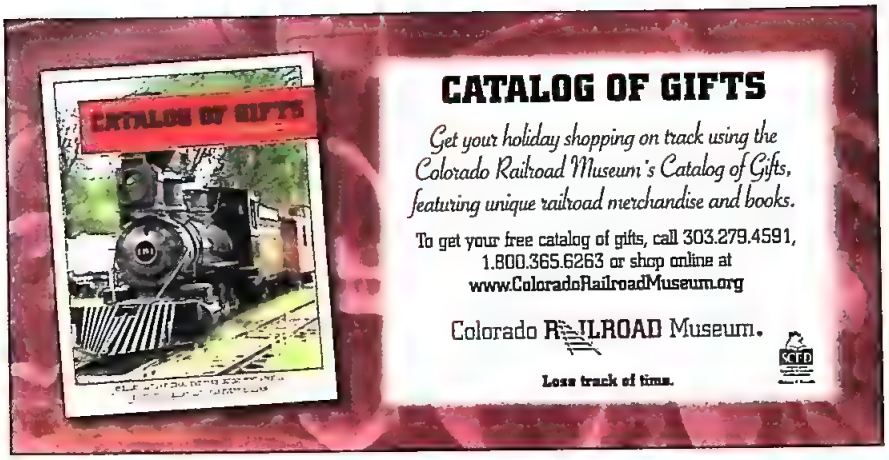
Freight cars: 26,395; 4,366; 1,873

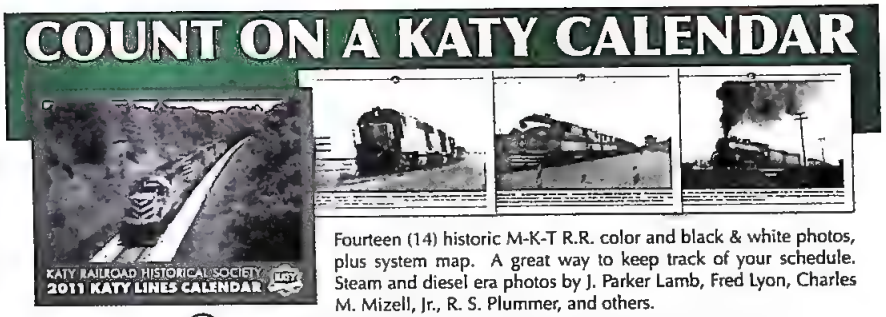
Headquarters cities: New York City, Jersey City, Newark, N.J.

Special interest groups: Anthracite Railroads Historical Society, Inc., P.O. Box 519, Lansdale, PA 19446-0519, www.anthraciterailroads.org. Central Railroad Company of New Jersey Historical Society, P.O. Box 4226, Dunellen, NJ 08812-4226

Recommended reading: *Central Railroad Company of New Jersey, Its History and Employees*, by Frank T. Reilly (Reilly, 2004); *Central Railroad of New Jersey's First 100 Years*, by Elaine Anderson (Canal Museum, Easton, Pa., 1984); *Trail of The Blue Comet, A History of the Jersey Central's New Jersey Southern Division*, by Baer, Coxey and Schopp (West Jersey Chapter NRHS, 1994)

Sources: Author's materials


CATALOG OF GIFTS
Get your holiday shopping on track using the Colorado Railroad Museum's Catalog of Gifts, featuring unique railroad merchandise and books.
To get your free catalog of gifts, call 303.279.4591, 1.800.365.6263 or shop online at www.ColoradoRailroadMuseum.org
Colorado RAILROAD Museum.
Lose track of time.


COUNT ON A KATY CALENDAR
KATY RAILROAD HISTORICAL SOCIETY
2011 KATY LINES CALENDAR
Fourteen (14) historic M-K-T R.R. color and black & white photos, plus system map. A great way to keep track of your schedule. Steam and diesel era photos by J. Parker Lamb, Fred Lyon, Charles M. Mizell, Jr., R. S. Plummer, and others.
$12.50, postage paid. Order your 2011 Katy Lines calendar now from the Katy Railroad Historical Society, Inc. Make check payable to "KRHS" and mail to:
KRHS, 1364 Timothyridge Dr., St. Charles, MO 63304
For membership information, visit the KRHS on line at www.katyrailroad.org

Available from the
C&NW Historical Society
M&StL Industrial Properties
This archive reproduction book is all-color and has 63 sheets. Spiral bound with clear plastic on front and back. Originally printed for the M&StL in 1960, it was used to show prospective companies where they could locate along the M&StL. It includes general information about many of the larger towns along the M&StL along with some maps. 58 pages. Spiral bound, $29.
Depots on the Minneapolis & St. Louis Railway
Author Dennis Holmes takes you on a journey through the depots on the Minneapolis and St. Louis Railway with photographs, depot drawings, maps, detailed information on each depot and a complete index. 104 pages. Hardcover, $44.95.
2011 Calendar contains 13 spectacular photos of C&NW, CGW, M&StL, and Ft DDM&S locomotives and trains. $13.
1 YEAR Membership:
Includes 4 issues of the North Western Lines magazine.
$32.00 each.
TO ORDER, send a check to C&NWHS: P.O. Box 1068 North Riverside, IL 60546
Visit us at www.cnwhs.org
All prices in this ad include shipping & handling to US addresses. Illinois residents please add 8.75% sales tax.

WINTON PLACE

Queen City gathering spot

If you were a Cincinnati train-watcher in the 1960s, this little B&O depot was *the* place to be!

By Denny Hamilton

Jim O'Dell

Posing for photographer O'Dell in the shelter by the eastbound track on the last night Winton Place was open, August 20, 1967, were a dozen fans (see "Second Section" for names), but the author wasn't among them. Though it was a Sunday, "I was just a school kid, at home."

It was a warm August 1967 evening, and a dozen Cincinnati-area rail-fans had gathered to witness the closing of an iconic, nationally known train-watching location—Baltimore & Ohio's Winton Place passenger station. The facility wasn't being shuttered for lack of business. Even at this late date just four years before Amtrak, the little wooden depot hosted 8 of the 13 daily passenger trains that still called at Cincinnati Union Terminal, 4 miles to the south.

Winton Place depot was already more than 60 years old when CUT was built in 1933. And as magnificent and glitzy as the Art Deco masterpiece was, Winton Place was the opposite: plain vanilla, built of wood, and not much changed since it was constructed in 1872. The building would have been right at home if it was located on a

Pennsylvania E8 4274, already renumbered for the PC merger, rumbles in to Winton Place in August 1967 with train 71 for Chicago.

Jim O'Dell

Sid Rindsberg; Cincinnati Railroad Club collection

Winton Place served, and entertained, people for decades. On a foggy morning, an eastbound New York Central Hudson rolls in for a short stop.

Heritage Village Museum collection

Heritage Village Museum collection

W. Mike Weber photo; Denny Hamilton collection

Originally called Chester Park for the racetrack across Spring Grove Avenue to the west, the stop had a small depot (top left), which was later expanded to double its size. The park (top right, in the 1920s) lasted until 1932. A fan favorite was the Clifton Avenue gateman's shanty (above).

branch line in the Dakotas.

The village of Winton Place came to be a busy railroad location, primarily owing to Cincinnati's hilly topography. Built on seven hills, the Queen City, as it became known, was not an easy place to be reached by early railroad builders. (Founded in 1788 and two years later named Cincinnati, to honor an organization of Revolutionary War officers, it was tabbed as the "Queen City," or "Queen of the West," as early as 1826, and became the nation's fastest growing city, as well as the largest in Ohio, during the 1840s and '50s.)

To reach Cincinnati by rail from the east or west, you had to put the tracks down along the Ohio River, and four railroads did just that. However, any railroad entering from the north had only one practical route, the Mill Creek

Valley. It's a natural boundary that splits Cincinnati in two halves, east and west. Prior to the arrival of railroads, Mill Creek Valley hosted the Miami & Erie Canal, built in the 1830s to connect Lake Erie and the Ohio River.

The first railroad down Mill Creek Valley was the Cincinnati, Hamilton & Dayton, in 1846, running along the west side of the valley. CH&D later became part of B&O's Toledo Division. In 1861, another B&O predecessor, the Marietta & Cincinnati, came to Mill Creek Valley from the east. This line across southern Ohio would have a huge effect on rail traffic in the area. For 11 years, "the Marietta" reached downtown Cincinnati on trackage rights over the CH&D. In 1872, however, the M&C built its own line down the east side of the valley and also received its first tenant, the Cleveland, Cincinnati, Chicago & St. Louis, popularly known as the Big Four and which would become part of the vast New York Central System.

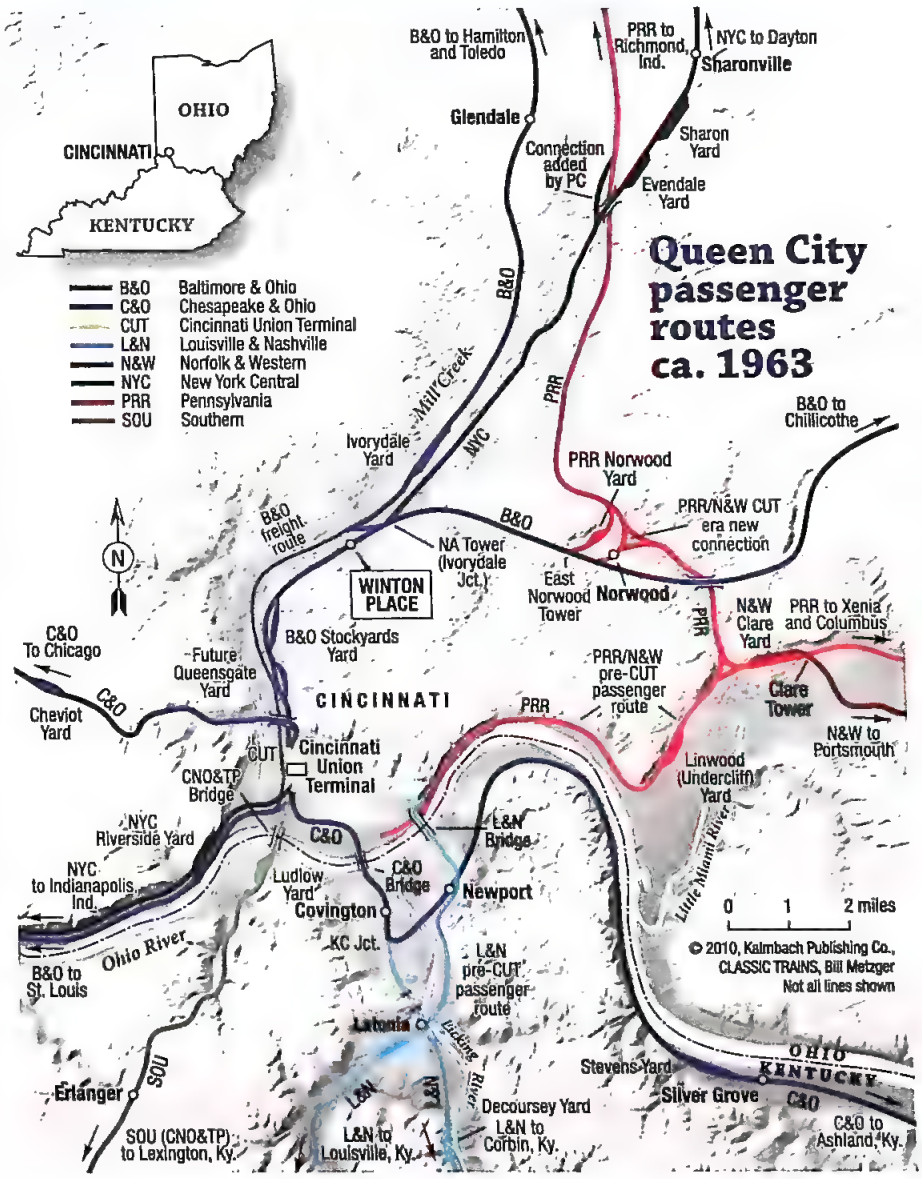
The Marietta & Cincinnati built its only depot in Mill Creek Valley at the village of Winton Place, which was home to a popular racetrack, later to be an amusement park, named Chester Park (the venue entertained visitors from 1891 to 1932). In fact, the depot at Winton Place was named "Chester Park" for more than three decades. The depot was also the closest railroad station to the University of Cincinnati, located in the Clifton neighborhood.

Both the M&C and the Big Four ran commuter trains from the northern and northeastern communities bordering Cincinnati. The Big Four trains from the north were the more heavily patronized, but as highways and competing street railways improved, the commuter service dwindled. At the same time, the communities of Saint Bernard, Norwood, Lockland, and Evendale were becoming industrialized, and the line through Winton Place was seeing a big increase in freight-train traffic.

Changes happened quickly in Mill Creek Valley in the late 1880s. B&O took over the M&C, and NYC took over the Big Four. These big railroads built new yards at Oakley (B&O) and Sharonville (NYC). Of note is that Cincinnati, despite being a gateway for seven midwestern and southeastern rail systems, did not have a switching or terminal railroad to handle freight transfer runs. (Cincinnati Union Terminal Co. served all seven, but its locomotives switched only passenger trains.) Therefore, the two emerging southeastern systems, Louisville & Nashville and Southern Railway, had to run their own

Jim Edmonston

Still handsome if dirty, N&W J-class 4-8-4 603 pauses at Winton Place on July, 19, 1958, with the eastbound *Cavalier* on what turned out to be the city's last scheduled daylight steam run.



Jim Edmonston

B&O's closest thing to a Washington–Cincinnati local, the *Metropolitan*, stops in August '58, when Winton Place depot still wore tan.

WINTON PLACE TRAINBOARD, June 1963

Time	Railroad, No.	Name	Destination or Origin (Note)
6:30 a.m.	NYC 327	Night Special	From Cleveland
6:40 a.m.	B&O 57	Night Express	From Detroit (1)
6:42 a.m.	N&W 3	Pocahontas	From Norfolk
7:15 a.m.	PRR 77	Cincinnati Limited	From New York (2)
7:20 a.m.	PRR 74	Buckeye	From Chicago
7:28 a.m.	B&O 1	National Limited	From Baltimore
7:57 a.m.	NYC 15	Ohio State Limited	From New York
8:20 a.m.	N&W 26	Powhatan Arrow	To Norfolk
8:25 a.m.	B&O 12	Metropolitan Special	From St. Louis to Washington
8:34 a.m.	PRR 71	--	To Chicago
8:55 a.m.	B&O 54	Cincinnatian	To Detroit (1)
1:15 p.m.	NYC 329	Miami Valley Beeliner	From Cleveland (3)
1:48 p.m.	B&O 23	--	From Washington
2:55 p.m.	NYC 16	Ohio State Limited	To New York
4:00 p.m.	PRR 78	Cincinnati Limited	To New York (4)
5:23 p.m.	B&O 53	Cincinnatian	From Detroit (1)
6:05 p.m.	B&O 2	National Limited	To Baltimore
7:55 p.m.	PRR 70	--	From Chicago
10:11 p.m.	NYC 306	Night Special	To Cleveland
10:23 p.m.	N&W 25	Powhatan Arrow	From Norfolk
10:25 p.m.	B&O 30	--	To Washington
10:28 p.m.	B&O 11	Metropolitan Special	From Washington to St. Louis
10:40 p.m.	PRR 75	Buckeye	To Chicago
11:11 p.m.	B&O 58	Night Express	To Detroit (1)
11:25 p.m.	N&W 4	Pocahontas	To Norfolk

Source: *Official Guide of the Railways*, June 1963

Notes: (1) Via New York Central, Detroit–Toledo; (2) With *Spirit of St. Louis*, train 31, to Columbus; (3) RDC, no eastbound counterpart; car went east on the back of NYC 16; (4) With *Penn Texas*, train 4, from Columbus.—*Denny Hamilton*

transfer runs up and down Mill Creek Valley. Further, B&O and NYC brought more long-distance passenger trains to Winton Place. One could ride to or from Winton Place to more destinations in the East and Midwest than ever before.

After the turn of the century, Cincinnati was still growing, and soon annexed several outlying villages, including Winton Place in 1903 and Pleasant Ridge, where I grew up, in 1911.

When Cincinnati Union Terminal opened in 1933, replacing five downtown stations, two more roads added trains to Winton Place: Pennsylvania and Norfolk & Western. CUT was built along the B&O at the south end of Mill Creek Valley, a mile west of Cincinnati's downtown district. This site favored the trains of B&O, C&O, NYC, L&N, and Southern, as these roads either had easy direct access from the north and west, or across Ohio River bridges (in L&N's case, via C&O's bridge).

However, the Pennsy and N&W came into downtown from the east, nowhere near the new CUT. So, PRR built a 1-mile connection to the B&O at Norwood, from where both PRR and N&W trains ran on B&O rights through Winton Place to the new terminal; N&W already accessed PRR at Clare Tower by N&W's yard. Bottom line: the number

Two photos, Jim O'Dell

By 1966, B&O's *National Limited* to Washington was an efficient baggage-coach, coach, and sleeper-lounge-observation (this one is *Wabash River*, one of three acquired from NYC in 1956). It's 5:50 p.m., and while a bit late, *Cincinnatian* 53 from Detroit, led by an E7 of affiliate C&O, will make the connection.

of passenger trains calling at Winton Place virtually doubled overnight.

In 1945 at the end of World War II, a peak year for passenger-train movements, 52 daily trains stopped at Winton Place. Added to that were freight transfer runs, B&O and NYC road freights, troop trains, and mail trains. If you were a local train-watcher, Winton Place was *the* place to be!

My experiences at Winton Place began before I could really remember details—when I was an infant! My dad liked to watch trains, so our parents took my brother Mike and me to the depot on many weekend nights. This was in the early '50s, when half the country, including us, didn't yet have a television, so this was a great way for kids to be entertained. I only wish I could remember more of the steam power that was on nearly every train that came through. After our family bought a TV in 1955 or '56, our Winton Place visits became less frequent.

Winton Place in those mid-'50s hosted some of the last great shows of the steam era. It is widely known that NYC, B&O, and N&W took longer to dieselize than many big roads, and they treated Cincinnati railfans to quite a steam show into early 1958. New York Central

Denny Hamilton

N&W's 4-8-4's are seven years gone, and two red GP9's arrive from CUT with the eastbound *Powhatan Arrow* on a 1965 morning. Soon the train will inherit an ex-Wabash dome coach.

Jim Edmonston

A man walks the platform in August '58 as a B&O freight from the east, led by an FT A-B/F3A trio, heads for the yard where Queensgate is now.

Denny Hamilton

The only road freights you'd see at Winton Place were B&O's and a few NYC's; in 1965, B&O "sunrise" GP30 6907 leads a westbound.

Denny Hamilton

The author was just age 13 when he caught these NYC Lima road-switchers rolling south on a transfer from Sharonville Yard in 1964.

Jim O'Dell

A B&O Baldwin AS16, renumbered atop C&O's series, heads for Norwood with a transfer in '67.

and B&O based some of their final steam operations out of Riverside Yard (on NYC to the west) and Stockyards roundhouse (B&O's, not far south of Winton Place). It's not unusual to hear older Cincinnati train-watchers tell stories of seeing such things at Winton Place as L&N Alco RS3's doubleheading with NYC 2-8-2's on transfer runs.

Despite steam being gone, Cincinnati remained a big draw for those interested in unusual motive power. In the '50s, Pennsy's passenger Baldwin Sharknoses, plus NYC Alco PA's and its lightweight *Train X*, were regulars into Cincinnati. Moreover, most of the railroads kept some of their oldest minority diesels in the area, so Winton Place saw a host of rare models into the mid-'60s.

Jim Edmonston

Demoted from road duty, NYC's Sharknoses handled Queen City transfers. By mid-1966, they were renumbered from 3800's, and the depot was red for the University of Cincinnati.

I renewed my acquaintance with Winton Place starting in 1963, when I and my friends were old enough to make the 6-mile hike from our homes in Pleasant Ridge west to Winton Place. Shortly thereafter, my brother Mike was old enough to drive, so our bunch became "regulars" at the depot again.

We were just in time to witness the first-generation-diesel show of what by then were minority-make units in a largely EMD world. NYC based its Baldwin Sharknose freight units and virtually all its Baldwin and Lima-Hamilton road-switchers up at Sharonville, and used them on transfer runs. B&O likewise stabled its Baldwin road-switchers and most of its Lima-built switchers in Cincinnati, while L&N had a lot of Alco RS3's and FA's. Although they didn't come through Winton Place, the Pennsy assigned Fairbanks-Morse switchers to its area yards and C&O used trios of Baldwin C-C road-switchers as helpers up Cheviot Hill on its line from the Mill Creek Valley west to Cheviot, en route to Chicago.

Even into the early 1970s you still could regularly see FA's from L&N and NYC, plus B&O Alco and Lima switchers around the Queen City. This diesel variety was not lost among train-watchers far and wide, especially after the melange was chronicled by diesel expert Louis A. Marre, a Dayton resident, in

Jim O'Dell

Two of NYC's Baldwin RS12's, which took over from the Sharks (and have been renumbered from 6200's to 8000's), head for Sharonville on an August 1967 morning, with a GP7 trailing.

Denny Hamilton

In fall 1967, two L&N RS3's and an F7B on a transfer from Sharonville to Decoursey, Ky., cross the new Clifton Avenue overpass, part of the track elevation that doomed the depot.

Jim Edmonston

Two for the price of one at 6:20 on an August 1958 evening as B&O 2, the *National Limited*, and NYC 323, the *Cleveland-Cincinnati Special*, meet just north of the Mill Creek bridge.

Jim Edmonston

Unique to Winton Place was NYC's inbound-only *Miami Valley Beeliner* from Cleveland. RDC1 M450 stops at 1 p.m. in June 1962; it will go north from CUT at 3 p.m. on the back of No. 16.

Jim O'Dell

In the mid-1960s, arguably NYC's best Cincy train was the *Ohio State Limited* for New York, stopping at Winton Place in August '66. In this era, GP9's worked most Big Four-territory trains.

his article "Those Cincinnati Curiosities" in December 1967 TRAINS.

Winton Place was more than just its trains, however. It was a true time machine. It was a rural depot surrounded by a big city. The environment there was a lot like industrial America of the 1940s. The air was often thick with the smell of Ivory Soap and Tide detergent being made in the nearby Procter & Gamble plant in the Ivorydale neighborhood just to the north. Often the air would be scented with coal smoke, recalling the days of steam locomotives. By then, the coal smoke came from a caboose stove inside the gateman's shanty at the Clifton Avenue crossing adjacent to the depot. The shanty was an ornate, octagon-shaped hut that housed a crossing guard on duty 24 hours a day, 7 days a week to hand-crank the crossing gates.

For train-watchers and passengers alike, Winton Place was a meeting point. As a public facility, it was a place where railfans were always welcome to watch the passing parade. It was a place to taste the worst instant coffee that a vending machine ever served. This same machine also offered a curious yellow-tinted hot beverage called "chicken broth." Man, that was mean stuff! If you were well-behaved, and gained the favor of the B&O baggage clerk, you could get invited to help him heave mail bags from the wagons into the waiting Railway Post Office cars.

On that fateful August 20, 1967, evening, Winton Place welcomed a dozen fans for a session of old-fashioned Cin-

cinnati train-watching [see page 20 and "Second Section"]. Winton Place depot would close this night, the victim of a grade-crossing separation project that raised the double tracks above Clifton Avenue. This project also involved a new connection that allowed B&O northbound trains to reach the Toledo Division on the west side of Mill Creek Valley directly, without a backup move, and later enabled B&O to abandon the south end of its old freight route, a key when the future CSX Queensgate Yard was built. The closing notice that B&O posted on the depot stated that the station would be closed for approximately 18 months owing to the street project, but everyone present was certain this was going to be the depot's last night forever—which it turned out to be.

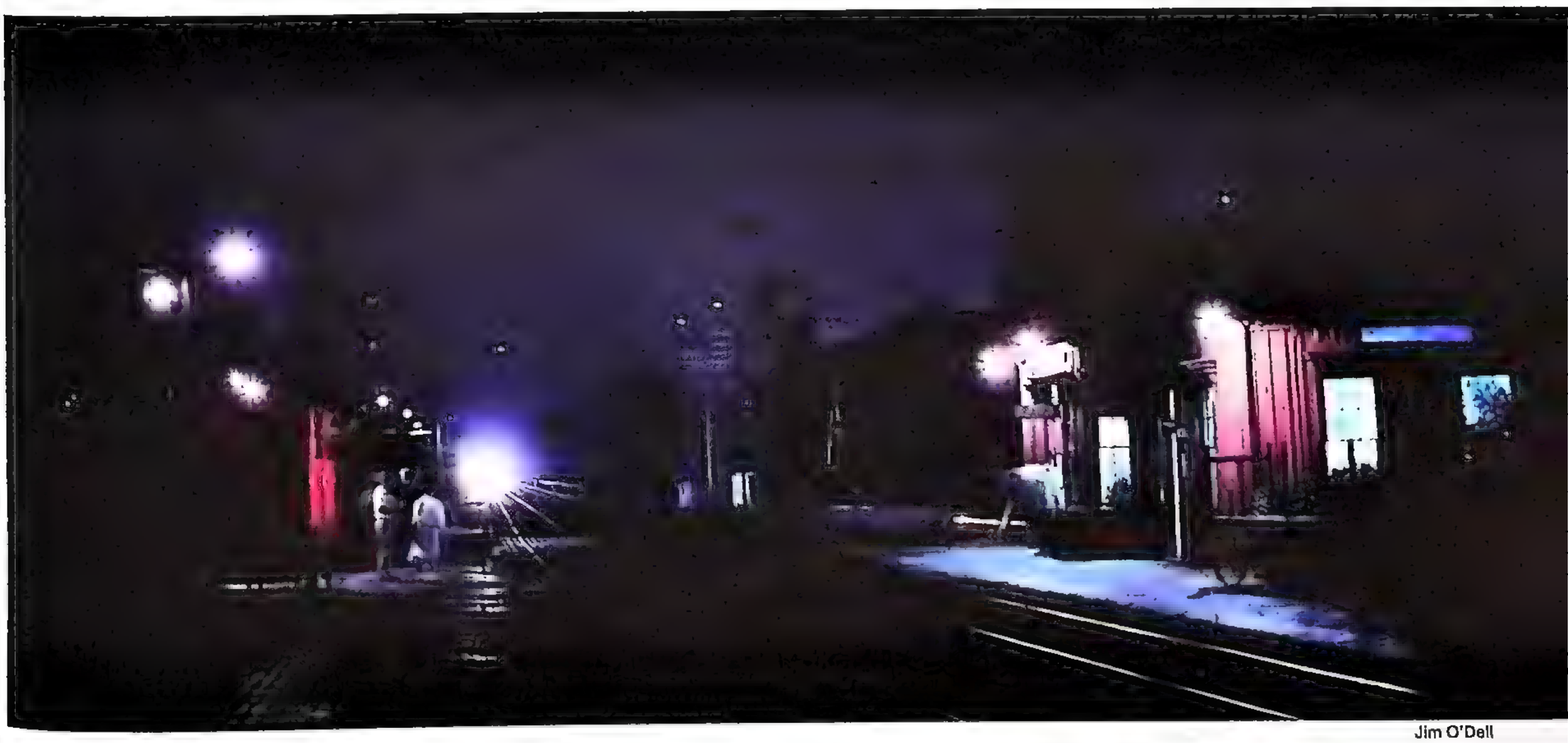
There was never any doubt the depot building itself would be saved, but it was moved in the nick of time. Construction crews got right to work on the grade-separation project, driving pilings for the Clifton Avenue overpass within inches of the station, and bulldozers shoved fill material through the trackside windows and into the old waiting room. But the depot itself did escape, and is preserved in a county park, displayed with other relocated historic buildings and once again carrying its earlier "Chester Park" name.

All train-watchers have their favorite locations, often from their youth, and for me and several generations of Cincinnati railfans, it will always be Winton Place. ■

Jim O'Dell

Jim O'Dell

PRR's *Cincinnati Limited* from Columbus, with through cars from New York, sails into Winton Place a bit after 7 a.m. in August 1967 (top), with coaches, diner, and sleeper "properly" at the rear. The tower of the old interurban carbuilder Cincinnati Car Co. on Spring Grove Avenue is visible at left. A year before, in March '66 (above), No. 77's makeup has its three "people cars" up front behind an E8/E7 and an REA box, with 8 express cars and N5 cabin 5015 at the rear.



Jim O'Dell

Signifying the end for Winton Place depot, an unidentified eastbound train approaches fans gathered on the final evening, August 20, 1967.

BIG BOY... *with wings!*

Emil Albrecht

A short-lived experiment gave an unusual look to one of Union Pacific's famous giants

By Gil Bennett • Painting by the author

Back in 1985 I was shown a photo of a Union Pacific articulated locomotive that Emil Albrecht had taken at Ogden, Utah, in 1946. At first glance I said, "So? It's just another UP Challenger with elephant ears." Then the owner of the photo said, "Look a little closer." Upon further study I saw it wasn't a 4-6-6-4 but a 4-8-8-4—a Big Boy . . . with wings! This is when I learned of the experimental application of smoke deflectors (also called elephant ears, smoke lifters, or smoke wings) to Big Boy 4019.

Many years later I was asked to do a painting of the 4019 with smoke lifters. I love to paint Big Boys in any guise, so with the memory of the photo in mind, I took the assignment. It was a nice painting, set in Utah's Echo Canyon in the springtime. A few years later, I was asked again to paint the 4019 with the smoke lifters. I try to make my paintings as accurate as possible. However, with the 4019 there were some unanswered questions as to why and when this locomotive had smoke wings. I read everything I could about the 4-8-8-4 and its operations, but found that not much had been written about the wings test. Luck entered when I was able to talk with some of the men who had fired the 4000's out of Ogden and also some who worked in the Ogden roundhouse. The following is what I learned.

GOOD, BUT NOT PERFECT

In 1941 the American Locomotive Co. delivered to Union Pacific the first of 20 mammoth 4-8-8-4 locomotives. Quickly dubbed "Big Boys," they were designed to take a 3,600-ton train unas-

The only known photo (left) of UP 4019 with smoke wings shows the engine eastbound at Ogden on January 19, 1946; the next time the photographer saw the engine, on the 22nd, the wings were gone. A watercolor by the author places the winged Big Boy in Echo Canyon.

sisted east out of Ogden and up to the summit at Wahsatch, Utah, in the Wasatch Mountains. This entailed 65 miles of grades ranging from 0.44 percent in Ogden to the 1.14 percent compensated grades of Weber and Echo canyons. Not only were the locomotives designed to lug trains up this grade, but they were given 68-inch driving wheels to move rapidly across the Wyoming Plateau to Green River. The 4-8-8-4's met these challenges, and UP ordered 5 more, which arrived in 1944.

However, as good as they were, the 25 Big Boys as built were not perfect. Engine crews found them tricky to fire and quite smoky; accountants disliked their high fuel consumption. Research Vice President Otto Jabelmann, under whose direction the Big Boys were designed, wanted to see if they could be improved. One step was the experimental conversion of No. 4005 to burn oil, but it soon reverted to coal.

The Big Boy was designed as large as possible. Length restrictions required the firebox to be placed above the drivers, and height restrictions limited its depth. To compensate, a very large combustion chamber was installed. A Big Boy worked best with a light fire; however, toward the front of the firebox the fire was known to get too thin, cutting the locomotive's power output. This was remedied by adding a Gaines firewall to the front of the firebox. The wall enabled the fireman to bank coal at the front of the firebox, allowing a more even firebed. This also improved the amount of gas flow to the combustion chamber, resulting in higher temperatures flowing through the boiler.

While this change helped horsepower, the 4000's still had a problem of getting smoke to rise above the stack while drifting or at high speeds. The flat face of a steam locomotive, combined with the curve of its boiler, causes air currents to drag the smoke down as it travels along the boiler. Prior to the arrival of the Big Boys, UP's 4-8-4's had problems of smoke drifting into their cabs,

Union Pacific Railroad Museum

By coincidence, Big Boy 4019 was the subject of UP publicity photos in the early 1940s. This well known image, based on a Kodachrome original, was long ago retouched to make the colors more vivid and the exhaust more dramatic. The original has far less smoke and steam.

so tests were started in 1940 to remedy this. The road tried skyline casings, cowling around the stacks, and various numbers of stack openings, but the smoke problem remained.

UP's design philosophy at this time was to "open up" the front end of a steam locomotive to produce the least amount of back pressure possible. However, this had been taken to an extreme, and the front ends of the 4-8-4's, the large Challengers, and the Big Boys were determined to be *too* open. Tests showed that twin stacks of 20-inch inside diameter with a 17-inch choke point was optimal for the 4-8-4's. All 15 of the FEF-2 class 4-8-4's (Nos. 820–834) and a few of the FEF-1's (800–819) received these. Most of the FEF-3's (835–844) kept their design of twin 30-inch stacks with a 24-inch choke point. The 820's and 835's were fitted with newly designed nozzles as well as smoke deflectors in an effort to find the correct combination to keep the smoke up. Once the remedies for the 4-8-4's were found, the information would be used on the Challengers and Big Boys.

FRONT-END FIXES

Researchers determined that the nozzle was the main cause of the Big Boys' smoke problems. The exhaust steam did not seal the stack, resulting in insufficient pull on the fire through the tubes and flues. Instead, the exhaust punched through the opening, causing eddies in the stack. This is why the 4000's as built didn't "bark" but rather "whooshed." Instead of being forced up the stack, the smoke was dragged along the side of the exhaust jet; once out of the stack, the smoke had little velocity to be carried above the boiler. After testing many different nozzles, the mechanical department designed multi-port nozzles. These nozzles had four openings in the form of a square, with the blower opening in the center, and were applied to all 4-8-4's, Challengers, and Big Boys.

The change to the Big Boy was noted right away. The exhaust steam sealed the stacks with each exhaust, causing a better draft, cleaner fire, and more power at the drawbar. Tonnage ratings increased from 3,600 tons to 4,200 tons and later to 4,450 tons for the Wasatch grade. These changes in the nozzle gave the 4000's a very pronounced "bark."

An acquaintance of mine was on a bus heading up Echo Canyon as he was being moved to base for training during the Korean War. The bus pulled alongside a train being pulled by two Big Boys. The noise was so great that everyone but the bus driver covered their ears. The new nozzles caused such a draft that every once in a while shovels were sucked out of the fireman's hands as he checked his fire when the locomotive was under load. Coal was burned completely, most in mid-air, inside the firebox, which resulted in better fuel economy. It was after the new nozzle was applied that the 4000's became much easier to fire, leading one engineman to observe, "Put a little hot water 'em and they'll go." With the increase in power came an increase in speed going uphill. Photographer Warren Magee once told me, "I followed a Big Boy out of Ogden. It was the fastest freight train I ever chased uphill!"

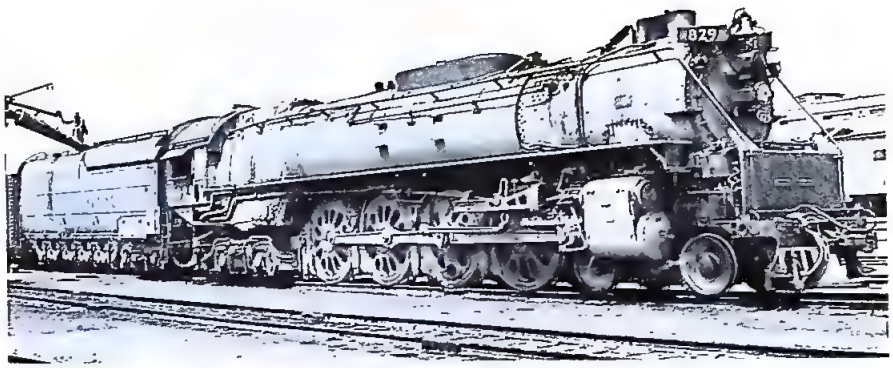
WINGED CHALLENGERS

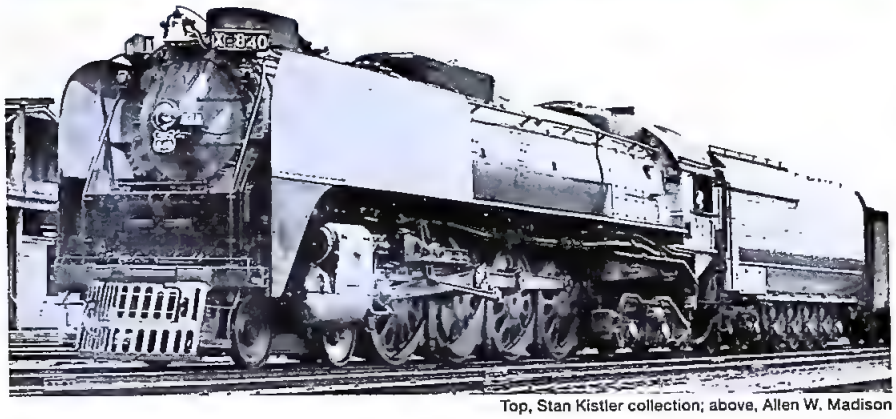
With the success of smoke deflectors on the 4-8-4's, plans were drawn up in June 1945 for similar devices for the 10

oil-burning Challengers assigned to passenger service. By September '45, these engines were receiving their wings, and the result was improved lifting of the smoke. It was also decided to apply smoke wings to a Big Boy to see if they would have a similarly beneficial effect. The 3900 class 4-8-8-4 had the same smokebox configuration as the 4000 class 4-8-8-4, so no modifications would have to be made from the Challenger wing. Both the Challenger and the Big Boy had a 9-inch taper to the running boards for clearance, and the wing would follow the running board on the bottom and attach to the smokebox top and at the stack-cowling clamps.

Workers at Green River, Wyo., added wings to Big Boy 4019 in early December 1945. It is not known why 4019 was chosen; it may have been in the right place at the right time, or it could have been singled out by the road foreman. It also isn't known whether smoke wings were made just for the tests or if they were borrowed from a 3900. It is known that after the Big Boy tests, Challengers 3943 and 3967, both coal-burners, were given wings for further testing.

UP's policy for test locomotives was that they not be freshly shopped; in fact, most were close to class 3 or 5 repairs when the call for tests came. The 4019 was due to be shopped in summer 1946, so it was well broken in, with nothing special done to it for the tests. The 4019 was to be run as normal, with train weights varying from 3,000 to 4,200 tons, and the crews were to report any positives or negatives to the road and roundhouse foremen. The tests were run during the cold weather of December and January so the smoke and exhaust steam could be easily observed. During the tests, the average temperature in Ogden was 28 degrees Fahrenheit, with a low of –10 on December 28 and a high of 59 on January 16. Of course, as trains moved up the canyons and across the plateau to Green River, the temperatures would have dropped.

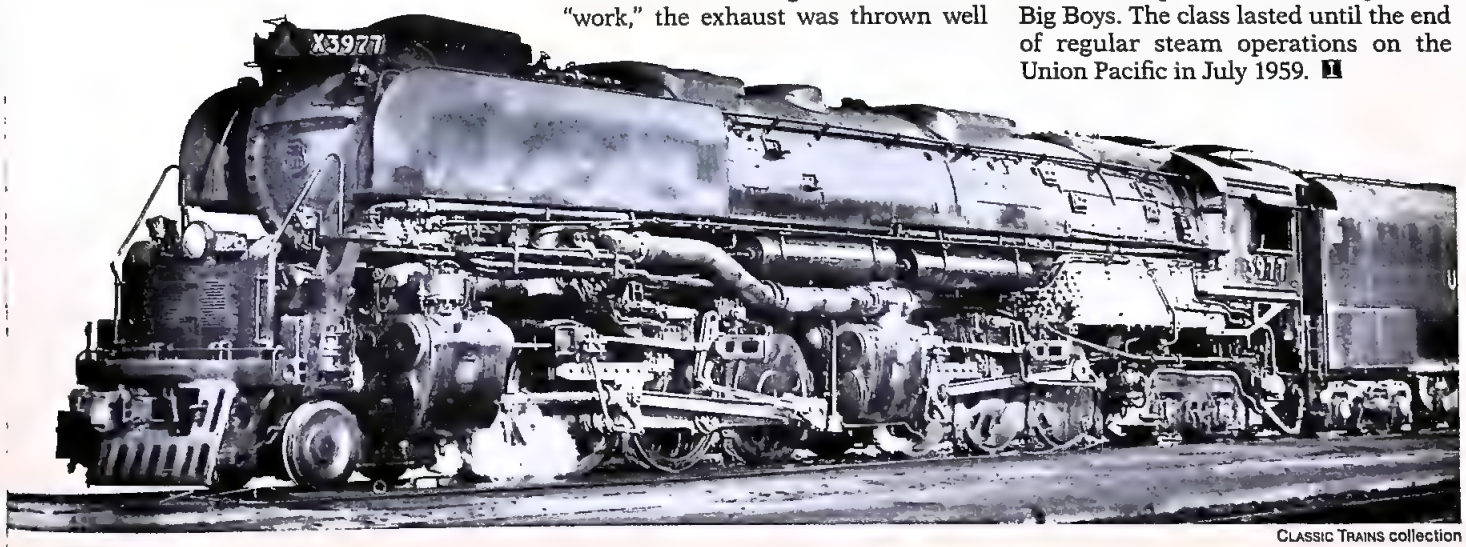




Top, Stan Kistler collection; above, Allen W. Madison

UP's efforts to cure its 4-8-4's of smoke problems resulted in the application of twin stacks (as on No. 829, top) and smoke lifters (modeled by 840, which was built with a twin stack).

The tests concluded on January 20, 1946, and the wings were removed at Green River. Researchers determined that the wings added some smoke lift, but with the lower speeds of freight operations and having the locomotive "work," the exhaust was thrown well above the cab. Therefore, smoke deflectors were not needed for the 4000's. With the new front end, the smoke problem was taken care of while drifting, for the fire burned cleaner. When the locomotive was working, the new nozzle was able to lift the smoke high over the boiler, even at speeds higher than 60 mph. This closed the book on smoke-testing for the 4-8-8-4's, although testing and changes still occurred to improve the reliability of the Big Boys. The class lasted until the end of regular steam operations on the Union Pacific in July 1959.



CLASSIC TRAINS collection

Although No. 4019 was the only Big Boy fitted with smoke deflectors, a dozen UP Challengers received them, including now-preserved 3977.

Growing up with the MISSABE

Train rides to Duluth, and hanging out at Fayal Yard, cemented a lifetime interest in trains

By Brian Belanger

Half a century ago, I had the good fortune to witness the closing days of steam railroading first-hand. I grew up in Eveleth, Minn., a small town on the Mesabi Iron Range in northern Minnesota, and today home of the U.S. Hockey Hall of Fame. The principal railroad in these parts was the Duluth, Missabe & Iron Range, the product of the 1937 merger of the Duluth & Iron Range and the Duluth, Missabe & Northern. The latter, which dated from 1891, was built to haul ore from open-pit Mesabi Range iron mines to ore-boat loading docks in Duluth. After 1901, U.S. Steel owned both carriers that became the DM&IR.

The ore that DM&IR hauled from "the Range" to Lake Superior docks at Duluth and Two Harbors was destined for steel mills in such places as Gary, Ind., Detroit, Cleveland, and Pittsburgh. During my childhood years, "the Missabe Road," as everyone called the DM&IR, also provided passenger, mail, and general freight service to the area. Missabe operated regular-service steam power later than most roads, right into early 1960 ["Swan Song on the Range," Spring 2010 CLASSIC TRAINS].

Like many young boys growing up in that era, I was fascinated by trains, although my first experience was terrifying. When I was about age 3, my grandfather took

ROAD

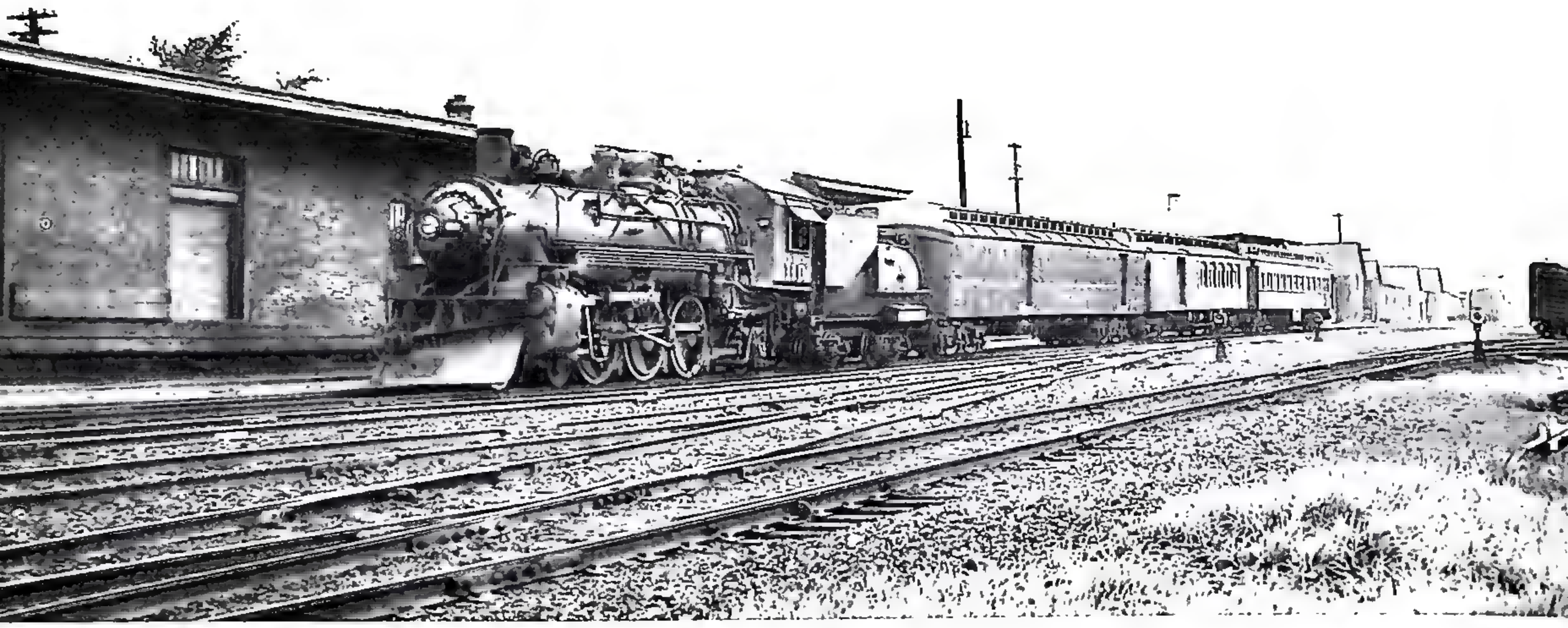
Franklin A. King; CLASSIC TRAINS collection

Yellowstone 230 hauls an ore extra through Alborn in 1959, toward the end of steam. The 2-8-8-4's were just "Mallets" to Missabe men.

me with him to the Hanna Co. coal dock in Duluth, where he worked. He parked his car next to a railroad track and left me in it while he ran into the office to pick up his paycheck. During his short absence, a train came along, and what to me seemed to be a massive steam locomotive stopped just 10 feet from the car to do some switching. As the engine labored back and forth, emitting clouds of steam and smoke while the engineer kept blowing the whistle, I froze with fear. "Pa" (as I called my grandfather) soon returned, but the experience left me with an awe of the steam locomotive, which soon and happily evolved from fear to fascination.

As I got a bit older, less fearful, and more curious, I made trains a part of my life—jumping out of the car at crossings to get a better view of them, playing with my Marx electric trainset, reading every book in the school and public libraries about trains and steam locomotives, and devouring *Railroad* magazine when I could afford to buy a copy.

My mother occasionally put me on the daily DM&IR passenger train at Eveleth to go to Duluth, where my



Top, Harold Nyberg; above, Franklin A. King, from Northeast Minnesota Historical Center, Duluth, S3742b7f29

Missabe Road passenger trains were basic. On August 22, 1947 (top), Pacific 1110 waits to depart Virginia, Minn., at 1:20 p.m. with train 14 for Iron Junction and a connection with Hibbing–Duluth train 2. En route, the Virginia trains would go up the Eveleth Spur and back, as 2-8-2 1336, a regular Fayal resident, is doing (above) with northbound morning train 11 in 1953. The author rode these locals many times.

grandparents lived—a thrilling ride for a kid by himself. The mainline north-south passenger train, No. 2, would depart from the relatively large town of Hibbing, Minn., and come east to Wolf and turn south to Iron Junction to meet No. 14, the two-car train from Virginia, which would back up the mile-long Eveleth spur on its 12-mile run to Iron Junction. The Hibbing–Duluth train usually consisted of a mail car, a baggage and express car, and ordinarily no more than two ancient green coaches, usually behind a 4-6-2. The afternoon branchline train, No. 14 going south, was usually a baggage car and one coach behind a 2-8-2.

It took about three hours to travel the 71 miles from Eveleth to Duluth by train, with the quick change at Iron Junction. By car or Greyhound bus, the same trip was not much over an hour, so needless to say, most of the times I rode it, the train had only a few patient patrons, and on one trip I was the only paying passenger. The mainline train often would stop at country crossroads depots every four or five miles to load full milk cans and drop off empty ones. The Railway Post Office car exchanged mail at most places along the way, and now and then there would be a Railway Express package to pick up or drop off.

About the time I was 12, circa 1952, I started riding my bicycle to DM&IR's Fayal Yard, just a mile or more south of Eveleth on an east-west ex-D&IR line. (The Spruce-to-Eveleth spur was ex-DM&N.) On a Saturday morning, my mother would pack me a real railroader's lunch pail with a thermos in the lid, which I would strap to my bike basket. I'd spend the whole day at the yard watching trains. There was almost no traffic on the back road leading from town to the yard, so my parents were not concerned about my safety or whereabouts. I even wore an engineer's cap and gauntlet gloves that I had purchased for myself. It did not occur to me that I might have looked a little corny.

Fayal Yard was a staging area for four or five area mines covering perhaps a 5-mile radius. A single-track "cross-country" line of the DM&IR, linking Biwabik, Sparta, and Iron Junction, ran though the yard, which had eight or nine storage tracks for empties and loads. The yard office was on the south side along the main track, while on the north side were a water spout, sand house, cinder pit, coal tower, and a tiny cinder-block building for engine crews. There was no enginehouse; the locomotives were just left on the ready track when not in use. If they needed service, they would be taken to the main shop at Proctor, about 60 miles south.

In the early 1950s, DM&IR was still completely steam-powered; the first diesels, 15 switchers, came in 1953, but the first road diesels, SD9's, didn't begin arriving until

DM&IR's main duty was to tote ore to Duluth and Two Harbors docks.

1955. While there were few steep grades on Missabe's 275-mile network, the extremely heavy ore trains required husky motive power. During most of the '50s, the mainline ore trains were headed by the 18 massive 2-8-8-4 Yellowstone type articulated locomotives. The first eight of these, Nos. 220–227, were delivered in 1941 and designated class M-3; Nos. 228–237 arrived in 1943 as class M-4, owing to minor differences from the previous group.

The late Missabe Road historian Franklin A. King, in his *Locomotives of the Duluth, Missabe & Iron Range* (Pacific Fast Mail, 1984) cited a trade publication in lauding the big Baldwins: "The June 1943 *Railway Age* contained a feature on the M-4's which included a statistical comparison of the new machines with other major articulateds, including Northern Pacific's prototype 2-8-8-4, Western Pacific's pattern 2-8-8-2, Union Pacific's Big Boy 4-8-8-4, Norfolk & Western's A-class 2-6-6-4, and Chesapeake & Ohio's 2-6-6-6 Allegheny types. Interestingly, the DM&IR engine outranked all the others in weight on drivers and tractive effort."

DM&IR people always referred to these locomotives as "Mallets" (rhymes with alleys); I never heard them called Yellowstones. The railroaders were proud of them and were resentful that railfans paid more attention to UP's Big Boys, arguing that DM&IR's engines were more powerful (they had 140,000 pounds tractive force to a Big Boy's 135,000). The Mallets could haul almost 200 empty cars and more than 100 loads on DM&IR's main line north of Proctor without a helper engine.

The operating procedures at the Fayal yard were simple and standardized. Every couple of days a Mallet would bring a long train of empties and leave them at Fayal, filling a couple of tracks. The same cross-country crew would pick up a train of loads and take them south to Proctor for forwarding down the hill to the docks. The crews based at Fayal would take a train of empties to a nearby mine and exchange it for a train of loaded ore cars, called "jennies" by some. When the yard tracks began to fill with loads, the process would repeat.

During the Korean War era when I hung out at Fayal, DM&IR moved tremendous quantities of ore to satisfy the demand for steel. In 1953, the peak year, it hauled 50 million tons from the mines to the lakehead. This meant Fayal Yard was always busy, often with three shifts a day. At that time, three locomotives were typically assigned to Fayal. Two N-6 class Mikados would usually be on duty, Nos. 1335 and 1336, built by Baldwin in 1930. They were part of a group of 26 purchased in 1948 from sister U.S. Steel road Elgin, Joliet & Eastern, which was an early convert to diesels. Also stationed at Fayal was an ancient (1906) and soon-to-be-scrapped (in 1956) Baldwin 2-8-0, No. 1205, as a backup engine. When the 1205 had to be used, the fireman was sure to curse because it was hand-fired. I recall one fireman on 1205 complaining that after having to shovel coal constantly during his shift, his back hurt so that he could hardly climb down off the engine. The 1330's were reasonably good performers, though possibly a bit undersized for the heavy trains they had to pull.

The yard office was a busy place. Most days in addition to the yardmaster, on duty would be a clerk, a telegrapher, and a couple of switchmen who sometimes doubled as head brakemen. The telegrapher never seemed to have much to do because by the early '50s, telephones were used for much of the communication, and he admitted that the days of that job were numbered.

The men in the office were, at first, amused by this skinny kid who hung around the yard to watch trains. But as I would do so week after week, they gradually warmed up to me. As it became clear that I was genuinely interested in railroading and wanted to learn all I could, they became more friendly, even as I pestered them with endless questions. Bill Coombs was yardmaster most days when I was there. Bill became a good friend, and he sent me Christmas cards long after I had stopped hanging out at the yard.

The main room of the yard office had a pot-bellied coal stove, and I can still close my eyes and recall how the room felt, smelled, and sounded on a cold fall day with the stove glowing and hissing, a scuttle filled with coal sitting next to it, along with a battered wood box of waste for starting the fire. An ancient percolator sat atop the stove, bubbling as it brewed. The smell of fresh coffee mingled with the smells of coal smoke and cigarette smoke. The telegraph sounder would occasionally *clack*, while the rickety old wood swivel chairs would continually squeak as the men in them moved about.

"The cross-country has just left Rainy Junction heading for Fayal," the clerk would holler across the room to the yardmaster, who would call out, "Chet, how many empties do we have left on track 3?" I can hear such talk in my mind to this day.

The first room you entered was mainly lockers and

As it became clear I was genuinely interested, the yard-office men became more friendly.

Two photos, William D. Middleton

benches for crews to change clothes. In back was a lunchroom with a rough table and a pop machine of the kind where you slid the bottles (10 cents each) along a track before lifting them out of the mechanism. At first the crews seemed to be watching their language when I was there, but gradually they got used to having me around and I became "one of the guys." It was certainly a way to learn profanity at an age when I would not have been exposed to it elsewhere.

Generally I would be at Fayal on Saturday afternoons, and on most of those days a Mallet would come through on the main line eastbound in mid-afternoon with a heavy "cross-country" train—that is, one moving east and west on the Range, between the Hibbing and Biwabik areas, not north or south to or from the ore docks. There was a 0.75 percent upgrade approaching Fayal from the west, so the engine would be working hard, shooting black smoke high into the sky as it passed the yard office. The yardmaster would often hand up train orders with a wooden, Y-shaped "fork" to the engineer as the locomotive passed. The cab of a Mallet was so high off the ground that unless the engineer hung way out the window and the yardmaster stood on tiptoe, there was a chance the engineer might fail to snag the orders. Sometimes the head-end brakeman would climb a couple of steps down the cab ladder and hang on there, prepared to grab the orders if the engineer missed them. I would be sure to be outside when a cross-country was expected.

One Saturday afternoon I overheard the yard office people say the cross-country was going to be stopping at the yard office, which meant halting a heavy train near the top of the grade. Several of the railroaders on hand were certain the engineer would not be able to restart the train, that he would have to back down the hill several miles to get a running start. The yardmaster, though, knew the engineer to be one of the best on the railroad and declared that he could do it. Soon everyone in the office (except me—I had no money) was placing bets. Nearly all bet the grade would win. The yardmaster was getting good odds.

When the train stopped, the engineer saw me standing there, and hollered down, "Hey, kid! Would you like to come up on the engine?"

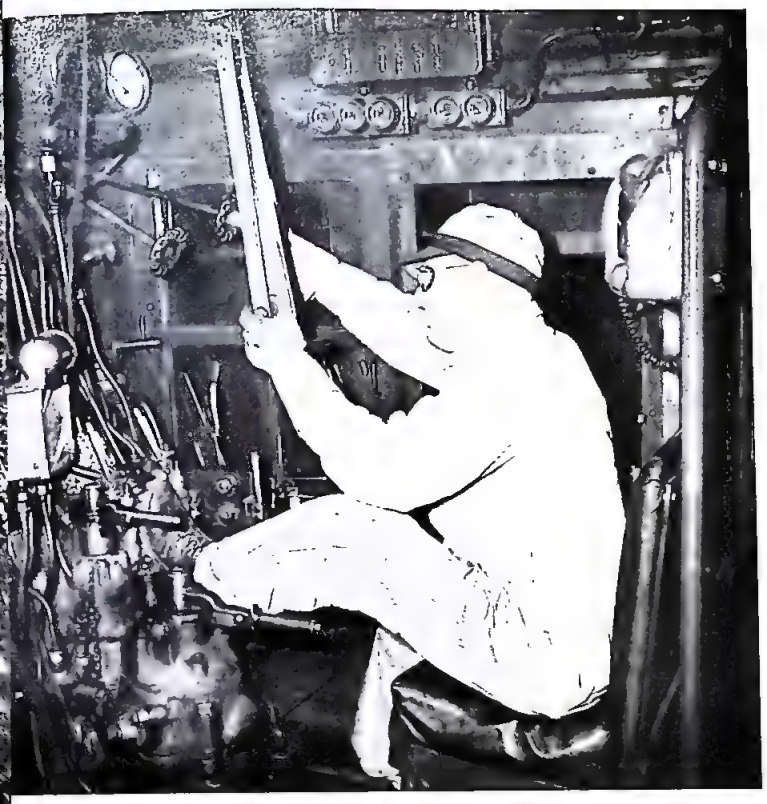
"You bet!" was my fast answer.

Climbing up into the cab of a Mallet seemed like climbing a ladder up a two-story building with rungs too far apart for a kid of my height. But I eagerly struggled up, and to my barrage of questions, the engineer and fireman willingly showed me all the controls and described the special features of the locomotive. Within a few minutes, it was time to go, and I had to gingerly lower myself down the ladder, trying hard not to look any clumsier than I was.

Meanwhile, everyone had come out of the yard office to

More on our website

Missabe Road's 2-8-8-4 Yellowstone "Mallets" put on quite a show on heavy iron-ore trains almost to the end of the steam era. Read William D. Middleton's account of a ride on one at www.ClassicTrainsMag.com



On May 26, 1959, at Fraser yard (left) near Buhl, 2-8-8-4 No. 228 pumps up the air and the crew waits for a brake test before leaving for Proctor to finish their round trip. In the cab (above), engineer Ed App props up a leg to brace himself in starting the 190-car ore drag as 228 fights slipping on wet rail. The author was invited into a Mallet cab one time when a "cross-country" stopped at Fayal yard.

watch the spectacle. The engineer gave the "proceed" whistle, turned the sanders on full, and worked the throttle with the fine control of a concert violinist. The long train, whose loaded ore cars trailed off into the distance, shuddered, creaked, and then with only slight wheel slippage the Mallet slowly began to move, to the amazement of most of the onlookers. He made it look easy. As the train picked up speed, the engineer turned around, smiled, and waved. The yardmaster and I cheered. Those who had bet on the grade could only say, "Damn!" The yardmaster made some real money that afternoon, and even those who lost money eventually admitted they had seen a master at work.

One crisp sunny October afternoon when 1335 was waiting by the yard office, the engineer, Dan Radokovich, climbed down and strolled over to me. "Are you Brian?" he asked?

"Yes, sir," I said.

"I understand you like steam locomotives. We're going down to the Hull-Nelson Mine with empties and will pick up a train of loaded ore cars to bring back to the yard. If it's OK with your parents, you can come along on the engine with us." He said it would take several hours, which meant it would be dark before we returned (and my dad would have to come get me with the car).

I called my parents. "Puh-leeeeese let me go!" Now that I have been a parent myself, I can imagine how apprehensive my folks must have been. But they knew how much I wanted to go, and they said I could.

Today I realize what Dan's gift could have cost him. At that time the Missabe had a strict policy that any engineer who took an unauthorized non-employee on an engine was subject to immediate dismissal. There was always the possibility that a traveling engineer would pass by and see me, or that a railroad official might be waiting at a grade crossing in a car when an engine went by with a 12-year old hanging out the cab window, so Dan was risking his livelihood just to give a railfan kid a thrill.

I flew out of the yard office with my feet hardly touching the ground. "I can go!" I shouted. Dan helped me up into the cab, and while we waited for the train orders and for the air-brake pressure to build, he said, "OK, Brian, let's see how much you know about this engine. What's this?"

"That's the throttle, sir."

"Good. Do you know what this is and what it does?"

"Yes sir, that's the Johnson bar. It operates the valve gear for forward and backward motion. You start by pushing it all the way forward, kind of like low gear, and then as the train builds speed, you notch back on it to save steam. If you are going in reverse, you pull it toward you."

I correctly identified the engine and train brakes and the sander, the air-brake and steam-pressure gauges, the whistle, and the water glass, but most of the other valves and gauges stumped me.

"Well," Dan said, "you know quite a bit already, but let's show you a few more things." He started through the other controls in a systematic fashion, noting the purpose of each, and giving me a few pointers about the quirks of this particular engine.

Dan suggested, "We'll let you fire going down to the mine and run the engine coming back." I sat on the fireman's seat as he explained the stoker controls and showed me how to pull out the injector lever. The 1300-series Mikados had a pretty good stoker system, and with frequent coaching from the fireman, I was able to manipulate the six valves controlling the stoker nozzles to get the coal to where it needed to be in the firebox. The fireman offered ongoing advice like, "Open that one a bit more and close that one a bit—see how that part of the fire is a different color from the rest?" We headed out onto the main line, going downgrade west toward the mine with the engine running tender-first the whole way.

Even though this engine had a stoker, the fireman said, "You ought to try to shovel a bit of coal by hand just to see what it's like. Once in a while, one of these stokers will fail while you're out on the road and then we have to hand-fire to get home." The coal scoop seemed unnecessarily large to me. Even without filling it to the top, it was almost more than I could lift. The first time I stepped on the pedal to open the firebox door, I managed to throw the scoopful of coal into the fire. The engine gave a lurch, though, as I

"We're going to the mine. If it's OK with your parents, you can come along on the engine with us."

Henry J. McCord

A Missabe 1300-series ex-EJ&E 2-8-2, like the two used at Fayal Yard where the author hung out, works at Rainy Junction in August 1950 as an Oliver Iron Mining Alco RS2 leaves a loader in the distance.

tried a second time. The edge of my shovel caught the firebox door, and coal scattered all over the deck. I was terribly embarrassed. Dan and the fireman laughed, and kindly assured me that this happens even to experienced crews now and then. We swept up the coal and I returned to using the stoker again.

Before long we were at the Hull-Nelson Mine, and the crew stopped for dinner. We all climbed into the caboose, where the conductor had made a fresh pot of coffee. The car was an older one of wood construction that must have been at least 25 or 30 years old. Sitting up in the cupola, I had a fine view of the mine and the ore-loading area.

The crew seemed to take much more time to eat their meal than necessary. There was plenty of swapping of stories about recent hunting and fishing experiences and discussions about the World Series that year. I'd eaten most of my lunch earlier that day, but still had some things left in my lunch pail. The crew offered to share their food with me, but I was so excited that I was not hungry and only ate at all because I wanted to seem part of the dinnertime camaraderie.

The fireman said that to get the heavy train up the grade to Fayal Yard, we needed to start out with a really hot fire and have the steam pressure hovering just under the point where the safety valve would pop. Otherwise the train would slow down too much as it worked up the hill. In addition to running the stoker, he hand-fired quite a bit of additional coal into the back corners of the firebox as we got ready to depart. "On the trip home, we'll be using steam as fast as the boiler can make it, so I have to work the injector very carefully. We can't let the water in the boiler get too low, of course, but if I put in too much water in the middle of the grade, the steam pressure will drop, and the engineer will give me hell."

When the steam pressure and air pressure were both judged to be suitable, Dan said, "OK, Brian, let's see if you can get this train back to Fayal." He reviewed the starting procedures with me, and when all was ready, I blew the whistle, released the brakes, and opened the throttle. I will

With Dan sitting behind me, I ran the engine all the way back to Fayal. I was in heaven!

never forget the power of that moment when the engine shuddered beneath me and the train began to move. Chills went up and down my back. I imagine it's how an astronaut feels at liftoff.

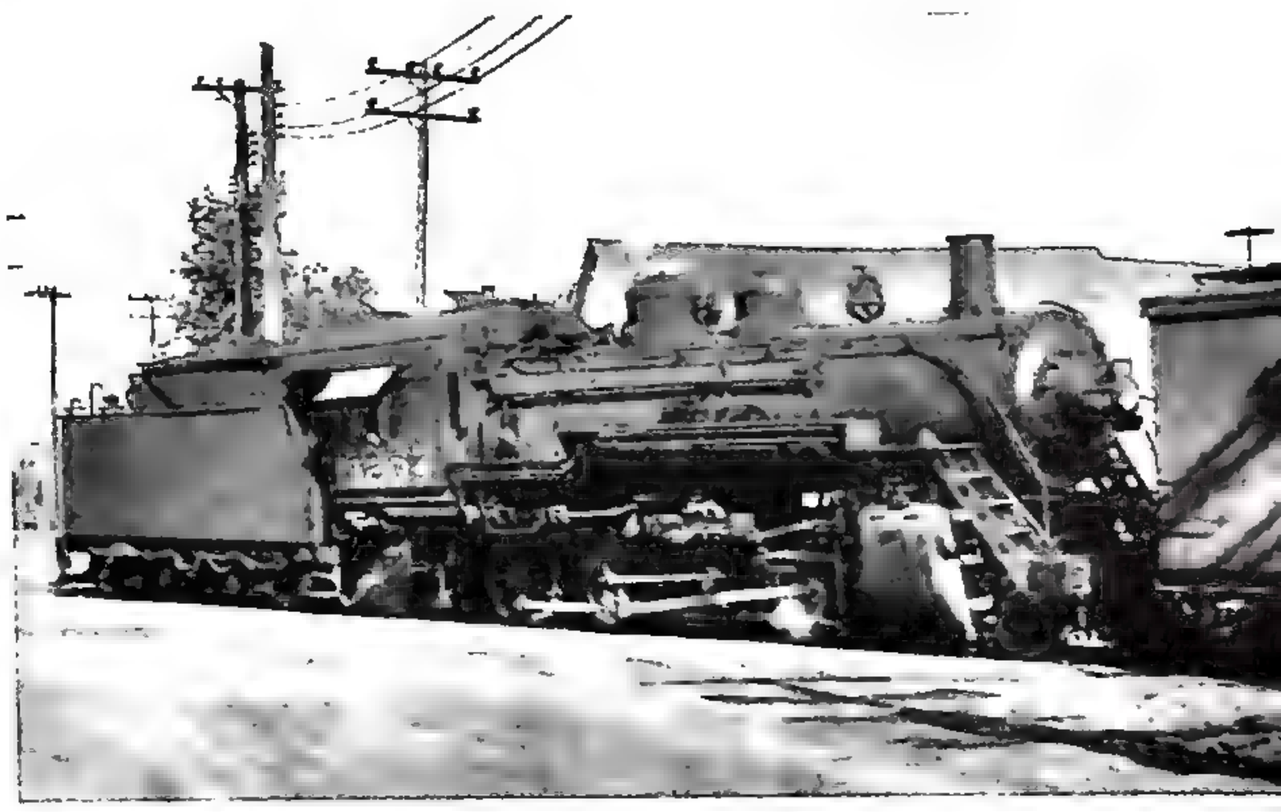
With Dan sitting behind me, I ran the engine all the way back to Fayal. When we came to the Highway 7 grade crossing, I gave the standard whistle signal of two longs, a short, and a long, and the kids in a car stopped at the crossing waved to me. I was in heaven!

After that experience with the 1335, I was sure I wanted to become a locomotive engineer, but Dan cautioned me that the age of steam was drawing to a close. Railroading would probably have less romance and glamour once the diesels took over, he said, even though it would be cleaner and easier on the crews. He was sure right about that.

Toward the end of my high school years, in 1959, I began to date Dian Olson, whose father Raymond (always "R.W." on the job) was a Missabe Road engineer. Dian and I later married, and of course I had frequent conversations with Ray about his railroading experiences. He often drew cross-country runs with the Mallets, and he said they were relatively easy to run and quite reliable compared to the older engines. When I met Ray, the DM&IR was nearly all-diesel, and by 1960, even the Mallets were disappearing.

Prior to dieselization, Ray, like most of the other railroaders, griped about the Missabe's slowness in converting. "All the other roads have diesels, but we still freeze in winter, swelter in summer, and suffer cinders in our eyes and coal dust in our hair." Yet once the railroad converted, Ray confided to me that he missed the steam engines. "When I ran steam engines, kids along the tracks always waved to me. Now that we have diesels, the kids usually don't even look up. It took skill, even art, to take a hundred loaded ore cars up the grades on the DM&IR," he said proudly, "or to coax high performance from an engine using a lot less coal and water than a less experienced or more careless crew, and to avoid pouring black smoke over all the clean laundry hanging out to dry along the right of way. Anyone can run a diesel," he sighed.

Today Fayal Yard is long gone. In the area once occupied by the trackage and yard office, there is now a huge open-pit mine, part of Thunderbird South. But my affection for railroads remains. Dian and I love to ride excursion trains all over the country. Seeing a steam locomotive running still accelerates my heartbeat. When I visit the Lake Superior Railroad Museum in Duluth and climb into the cab of Mallet 227 preserved there, I wonder how many engineers today could start that engine on a grade with a heavy ore train behind it, or how many would give a kid control of the throttle and Johnson bar. (Dian's father did that, too, but I didn't know him then.) At the least, I owe grateful thanks to engineer Dan Radokovich, who lives in my memory. ■



Top, Marvin Nielson; above, Philip R. Hastings

Consolidation 1205, one of nine 1906 Baldwins from the D&IR, was kept as a backup engine at Fayal Yard when the author would frequent it. Sister 1204 (top) was at Hibbing in August 1956, while 1218, built in 1910 as D&IR 218, switched at Rainy Junction in 1954 (above).

CLASSIC TRAINS: Robert S. McGonigal

LINKS to the past

Anchored by the O. Winston Link Museum, Roanoke is alive with N&W history

By Thomas H. Garver

A view from the steps of the Hotel Roanoke shows the former passenger depot—now the Link museum—flanked by the Roanoke Shops power house and the NS main line.

Roanoke, the largest city in western Virginia, lies just a few miles west of the foot of Blue Ridge Grade. Unlike many other towns in the region, Roanoke is "new," a site selected in the late 19th century by the railroad that was to become the Norfolk & Western Railway. Here the railroad built its corporate offices and a fine hotel. The east-west main line ran through the heart of the city, major branches diverged north and south, and the great shops where the road built locomotives were at the eastern edge of downtown.

Today, unlike so many other old railroad towns, the physical manifestations of this history all remain in place. The former general offices have been rehabilitated for residential and educational use, while the Hotel Roanoke, long since sold by the railroad, has become a major regional conference center. Roanoke Shops no longer builds locomotives, but it remains a major servicing facility for Norfolk Southern, the 1982 successor to the N&W.

Nestled in the center of all this is the N&W passenger station. Built in 1905, it was reconstructed and expanded in 1948–49 by Raymond Loewy's firm, better known for its industrial designs, but well capable of turning out a crisp piece of modernist architecture. Loewy extended the passenger concourse out over the tracks, installing Roanoke's first escalators for access to the platforms. When Amtrak arrived in 1971, Roanoke lost its passenger service and the station was divided up into railroad offices. (Amtrak returned to Roanoke during 1975–79, but used a small new facility to the west.) In the 1990s the concourse was removed to permit passage of double-stacked containers, the offices were abandoned, and the building fell into dereliction.

During 1955–1960, while New York photographer O. Winston Link was documenting on film and audiotape the last years of steam on the N&W, Roanoke was the base for many of his visits. From here he would move north to capture the trains on the Shenandoah Division, or out to Abingdon and further west into the coal country of West Virginia. He also liked the Blue Ridge grade, where there was always a lot of action to be seen—and heard—

as the A's and Y6's pounded uphill.

In 2000 a group of Roanoke citizens, knowing Link's incredible visual and audio record of "their railroad," began talking to him about creating a museum to preserve his work. The discussions were under way when Link died in January 2001, but the trustees of his estate agreed to continue the project. The Historical Society of Western Virginia acquired the N&W station, and work began to stabilize the building, remove asbestos, and install modern mechanical systems. Today, the building contains both the O. Winston Link Museum and the Roanoke Valley Convention and Visitors Bureau, which occupies the old baggage room.

To create the museum, architects reconstructed the former lower level, one floor below the waiting room, but right at trackside. Old mechanical and office spaces were cleared, and a long covered trackside area once used to load mail and express was enclosed. Today one enters the grand lobby and moves into the Link Museum entrance with its admissions desk, map of the N&W as Link knew it, and several massive pylons outlining what is to be seen on the floor below. A wide staircase carries one down to track level. At a landing midway down, a bay window looks out at the Roanoke Shops and the still-busy tracks, a vista of the railroad of today seen before descending to see the railroad of yesterday.

The trackside room, 100 feet long but only 14 feet wide, functions as an introductory gallery. Here one finds photos and artifacts of passenger and freight service on the N&W, as well as a vignette of locomotive construction. A section is devoted to Link's early life and work, from his career as a public relations photographer to examples of the sophisticated and demanding imagery he created of complex industrial processes and machinery.

A turn to the right brings you into the first of four galleries devoted to hundreds of Link's original photos. First is his favorite part of the N&W, the Abingdon Branch, the stretch of mountain railroad that lived in intimate and important contact with the rural communities it served. Next, the largest gallery documents one of Link's unique contributions to photography, the complex twining of the railroad and human life along the line. Here the locomotives are seen from the windows of homes and stores, at a drive-in movie, and as a background to everyday activities. The center of this large space contains an exhibit of the equipment Link used. A corner of the room

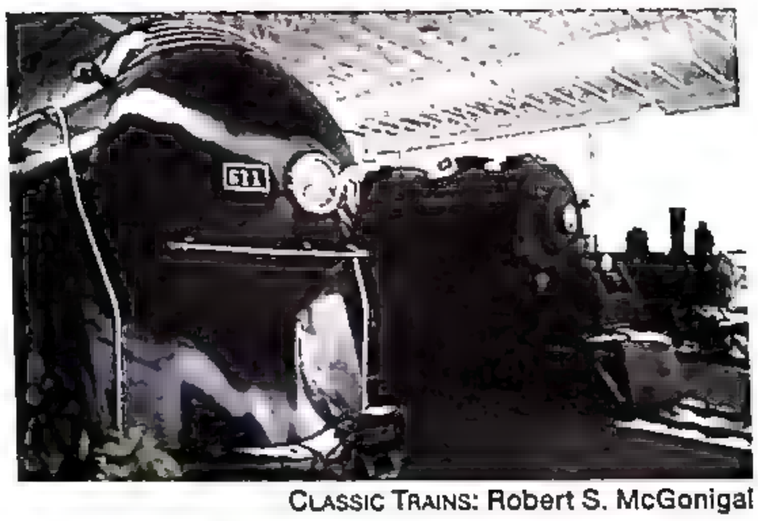
Exhibits at the Link museum include railroad artifacts as well as the famous photographs.

Two photos, O. Winston Link Museum

A display of Link's bulky photographic equipment hints at the effort required for his art.

represents Link's last darkroom, and a video display documents what it took to set up one of his signature night photos. The third gallery contains photos featuring the machinery of the steam railroad, with emphasis not only on the locomotives but also on the people who maintained and serviced them. The final gallery, described as "live storage," is a place where framed photos not displayed in the other galleries are hung on racks so that almost all of the museum's holdings may be seen, even if not included in the more formal exhibitions of the other galleries. The return upstairs brings one out into the museum's gift shop.

If you visit the museum, plan to make a day of it. Each photo has an excellent descriptive label, so you may find yourself lingering in the galleries. After touring the Link museum, stroll the walkway along the Norfolk Southern tracks to the Virginia Museum of Transportation, where two of the great N&W locomotives, class A 1218 and class J 611, so well seen in O. Winston Link's photographs and heard in his recordings, are carefully and lovingly preserved. A visit to Roanoke is well worth the trip. ■



CLASSIC TRAINS: Robert S. McGonigal

Five blocks west of the Link museum, N&W J 611 and A 1218 are among the exhibits at the Virginia Museum of Transportation.

The **Shaughnessy** Files

HELPER

HEAVEN

Remembering the men and Mallets that pushed N&W trains up the Blue Ridge grade

By Jim Shaughnessy
Photos by the author

THE NORFOLK & WESTERN RAILWAY'S struggle with the forces of gravity is legendary. The great weight and volume of N&W's major commodity—coal—required Herculean efforts by man and machine to move this cargo ever since the first rail was laid in the 1850s over the Appalachian grades at Christiansburg and Blue Ridge summits in western Virginia. First there were small trains with small locomotives, then bigger trains with several locomotives, and finally came the behemoths, shaking the very hills they were conquering, like the marvelous class Y6 2-8-8-2 Mallets and class A 2-6-6-4 simple articulateds. Still, even with this enormous power tackling the task, two—and often three—of these great machines would be necessary to move a reasonable size train over the mountains.

Just 11.4 miles east of Roanoke, Va., N&W's headquarters and operational hub, lay the Blue Ridge summit, the last major geographic hurdle to moving coal from the mines in the mountains of West Virginia to ships at tidewater in Norfolk. Once over this obstacle, it was mostly downhill for the remaining 241 miles across the coastal plain, and a single class A, or a Y6-and-A doubleheader, could handle the job. The solution to the gravity problem was to assist the long coal trains over the Blue Ridge summit—only 9 miles in length but on a 1.2 percent grade—with helper locomotives that would operate only on that portion of the run where needed.

The focal point for the Blue Ridge pusher operation was an unassuming sidetrack just east of Vinton, a suburb of Roanoke, called Boaz. Here, on a stub-end track adjacent to the eastbound main, Y6 pushers and their crews waited between their 18-mile round trips to the summit helping the parade of heavy coal trains. A helper crew might start their day in the Roanoke yard coupled behind the caboose of an eastbound coal train as it departed, push all the way to the summit, cut off on the fly at Blue Ridge, take water, and then drift back downgrade to Boaz to wait there for the next eastbound. At Boaz the crewmen would while away the time

Sand dust and cinders fill the air as Y6b 2158 leans against the caboose of an eastbound coal train ascending the Blue Ridge grade on a hot August 7, 1958.

A sequence of photos showing three different trains depicts the routine at Boaz. Above, Y6b 2179 waits on the side track as two sisters (helper and road engine) approach with a coal train. Middle, as his train slows to a stop, the rear brakeman is ready to drop off the caboose steps and throw the siding switch. Right, the 2158 moves onto the main line, ready to push.

between runs at a picnic table in the shade of a big willow tree beside the tracks. There was a wooden shanty by the mainline turnout with a dispatcher's phone inside, but there seemed to be only a minimum amount of communications involved with the whole operation—an eastbound would show up and stop, the pusher would move out of the siding onto the main track against the caboose, and up the hill they would go.

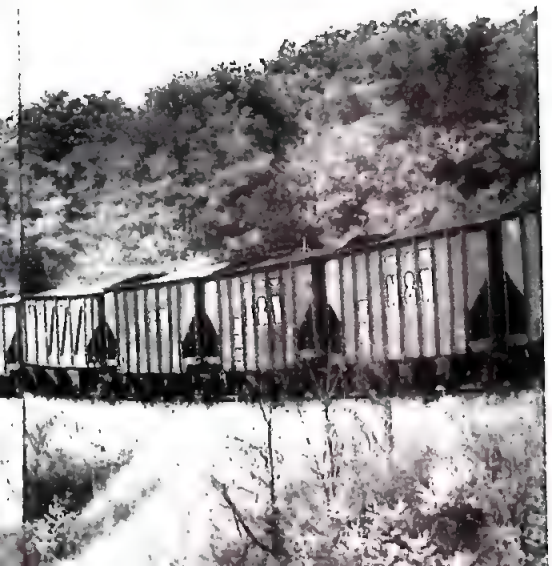
Going up the hill, however, was more than a casual event. Talk about hellfire and brimstone—it was all that, with sound effects. In those days, before the wide use of two-way radios, crews used engine whistles and seat-of-the-pants knowledge. The pusher would sound his distinctive "hooter" whistle when he was coupled on and ready to go, the lead engine would acknowledge with his hooter, and the train was ready to tackle the hill—the crews had all done this before. The grade where this operation took place was relatively flat, and getting the train started again was not a problem.

Once the whole train was moving, the fun really began. The Y6 2-8-8-2's were compound designs, known generically as Mallets after the Swiss inventor of the concept, using the same steam twice to provide power in two sets of cylinders. Under normal operation, steam at 300 PSI was fed directly from the boiler into the high-pressure (rear) cylinders, then discharged into the low-pressure cylinders at the front of the locomotive for a second use. To compensate for the reduced energy in the lower-pressure steam, the front cylinders were larger in order to produce the same power as the rear ones. However, the Y6's had the capability of using

Between trains, there was time for helper crews to relax at Boaz. At left, engineer and fireman lean on their Y6b with easy familiarity as they converse with another crew. Above, a big willow tree and some makeshift furniture served as the Boaz "crew lounge." GP9's will soon put an end to these August 1958 vignettes.

A sweeping curve just below the summit at Blue Ridge provided a grand stage for the action. A typical combination of a Y6 and an A leads a coal train uphill while, 150 cars back, a Y6 pushes. The Y6 on the point has been with the train since Roanoke and will stay on as far as Phoebe, Va., just east of Lynchburg; the Y6 pusher was added at Boaz and will cut off at Blue Ridge.

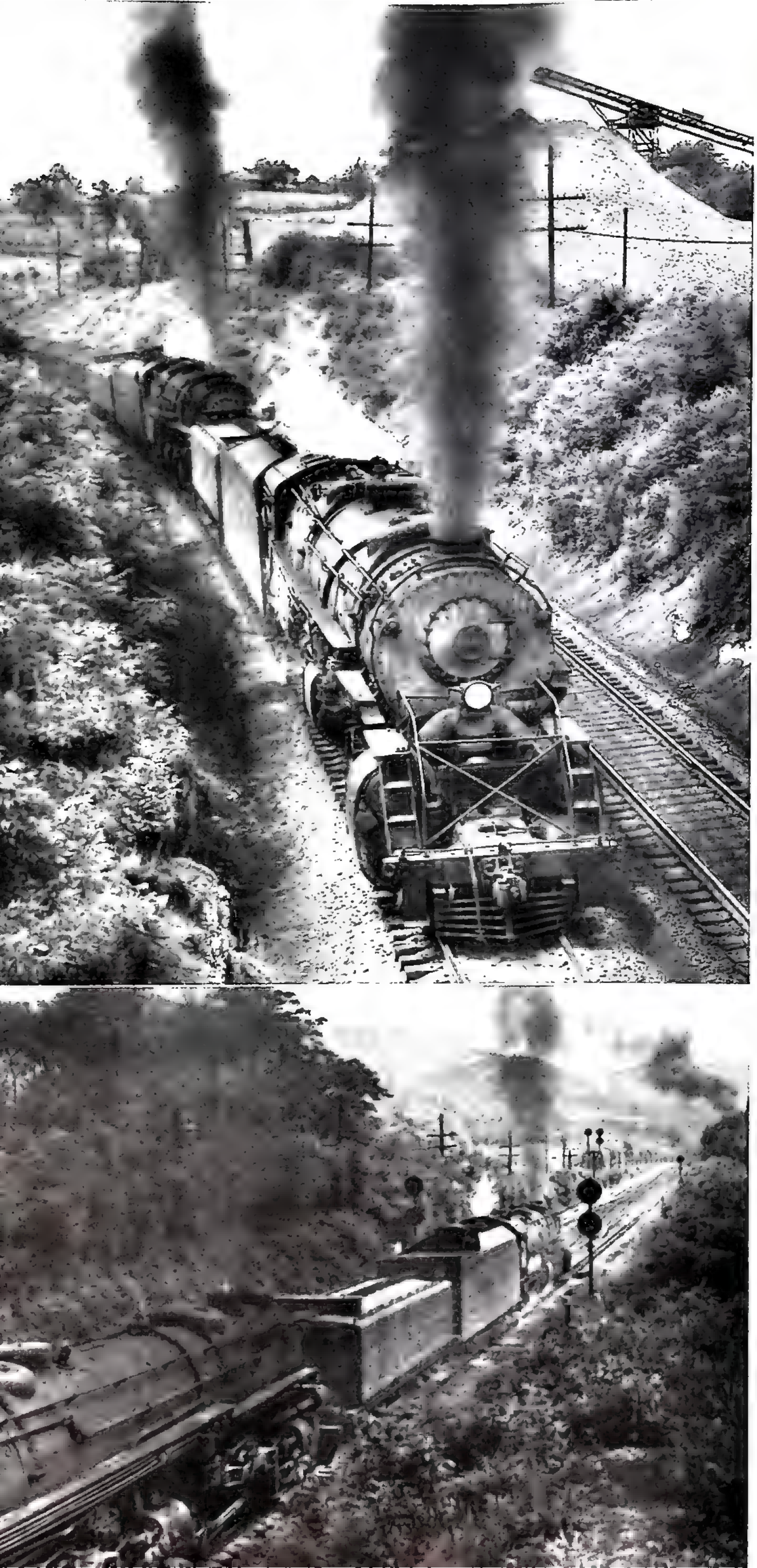
Although coal accounted for the lion's share of the tonnage the Y6's helped over the Blue Ridge grade, merchandise trains also got a boost, as demonstrated here in August 1958. So successful were N&W's fleet of homegrown 2-8-8-2's that the road built them until 1952.



high-pressure steam in all cylinders at low speeds (up to 10 mph), giving them a 20 percent increase in power and providing a whopping 166,000 pounds of tractive force. When operating in this "simple" mode, the sound of the exhaust was deafening.

This extra-power feature was used to start the trains moving again after the brakes were released. Once under way, they would run along at about 35 or 40 mph until they met the steeper grade near Webster, where the speed would drop and the sound dramatically increase. By the time the engines reached the big curve near the summit, they were down to a crawl. The force of the exhaust was so powerful that it almost lifted the boards off the small road bridge spanning the tracks there. It seemed if a pigeon were to land on one of the cars, its extra weight would be enough to stall the train.

The two predominant types of coal



trains in this era were "Montvale Turns" and through trains to Norfolk. Montvale Turns would leave Roanoke with a single Y6 pulling about 100 cars, plus a Y6 pusher up to Blue Ridge, which would be cut off on the fly by the rear brakeman on the caboose. The lead Y6 would take the train to Montvale, 16 miles east of Roanoke at the eastern foot of the grade, then return west.

Norfolk trains had a Y6 and an A pulling 150 or so cars out of Roanoke, with a Y6 pusher from Boaz to Blue Ridge. The Y6 and A would pick up 50 cars at Montvale left by the Turn and continue east as far as Phoebe (61 miles from Roanoke, at the top of a 0.5-percent grade east of Lynchburg). There the Y6 would come off, leaving the A to forward the 200-odd cars to the division point of Crewe and ultimately Norfolk. Another doubleheaded train would pick up the remaining 50 cars at Montvale, and the sequence would start again with another Montvale Turn. General freight trains usually had a single A out of Roanoke and a Y6 pusher to Blue Ridge.

After cutting off at Blue Ridge, the pusher engines would stop at a water column so the fireman could fill the tank before they drifted back downhill to Boaz. There were crossovers at the summit, but if no other eastbound trains were near, the Y6 would just back down the eastbound main and into the Boaz siding.

Spectacular as the Blue Ridge show was, and as efficient as the great A's and Y6's were in that service, the economics of progress would ultimately prevail. This progress was named "diesel," and it would spell the end to steam's thunder on the Blue Ridge. For a time in spring 1957, N&W's one-of-a-kind steam-turbine-electric No. 2300 served as a Blue Ridge pusher. The turbine was a technological wonder, but its complexity, high maintenance, and late arrival on the scene was no match for already established benefits and efficiency of the diesel locomotive—even on the N&W. ■

More on our website
See video clips of N&W's Blue Ridge operations from the Herron Rail Video collection, plus more photos, at www.ClassicTrainsMag.com

In coming-and-going photos (left), a Y6 and an A blast under the "photographers' bridge" at Blue Ridge; no doubt there's a Y6 on the rear, preparing to cut off on the fly and head into the siding between the two main tracks.

Future fantrip star class A No. 1218 pours it on through Blue Ridge with a westbound. The Y6 standing in the center siding will soon back down to Boaz for another push.

NIGHT CHIEF at Des Moines

As a dispatcher on the unraveling Rock Island, I saw first-hand the impact of the railroad's dire financial condition

By Dan Sabin
Photos by the author

Late on a July 1974 afternoon, U30C 4582 leads a mixed quartet of GE's east on train 56 toward the Route 6 overpass at DeSoto, Iowa.

Nearing sunset on an August 1973 evening, Rock Island U28B 243 and GP18 1347 ease into the yard at Manly, Iowa, hometown for the Sabins.

I am the product of a railroad family from Manly, Iowa, out of which my dad and brother Dave worked as locomotive engineers on the Chicago, Rock Island & Pacific. In addition, my brother Mark became a conductor on Chicago & North Western's former Minneapolis & St. Louis route through Manly. I spent most of my first 17 years riding trains of the RI, M&StL, and Chicago Great Western, and began my working career at age 15 at Manly as a Rock Island student telegrapher [see "Of Dispatcher Rosey, a Howling Snowstorm, and an Almost-Cornfield-Meet," Spring 2006 CLASSIC TRAINS]. At age 18, I became the youngest train dispatcher in the U.S., working for the Rock Island at Des Moines, and eventually I was one of the road's first dispatchers to have worked every trick and chief dispatcher's office on the system.

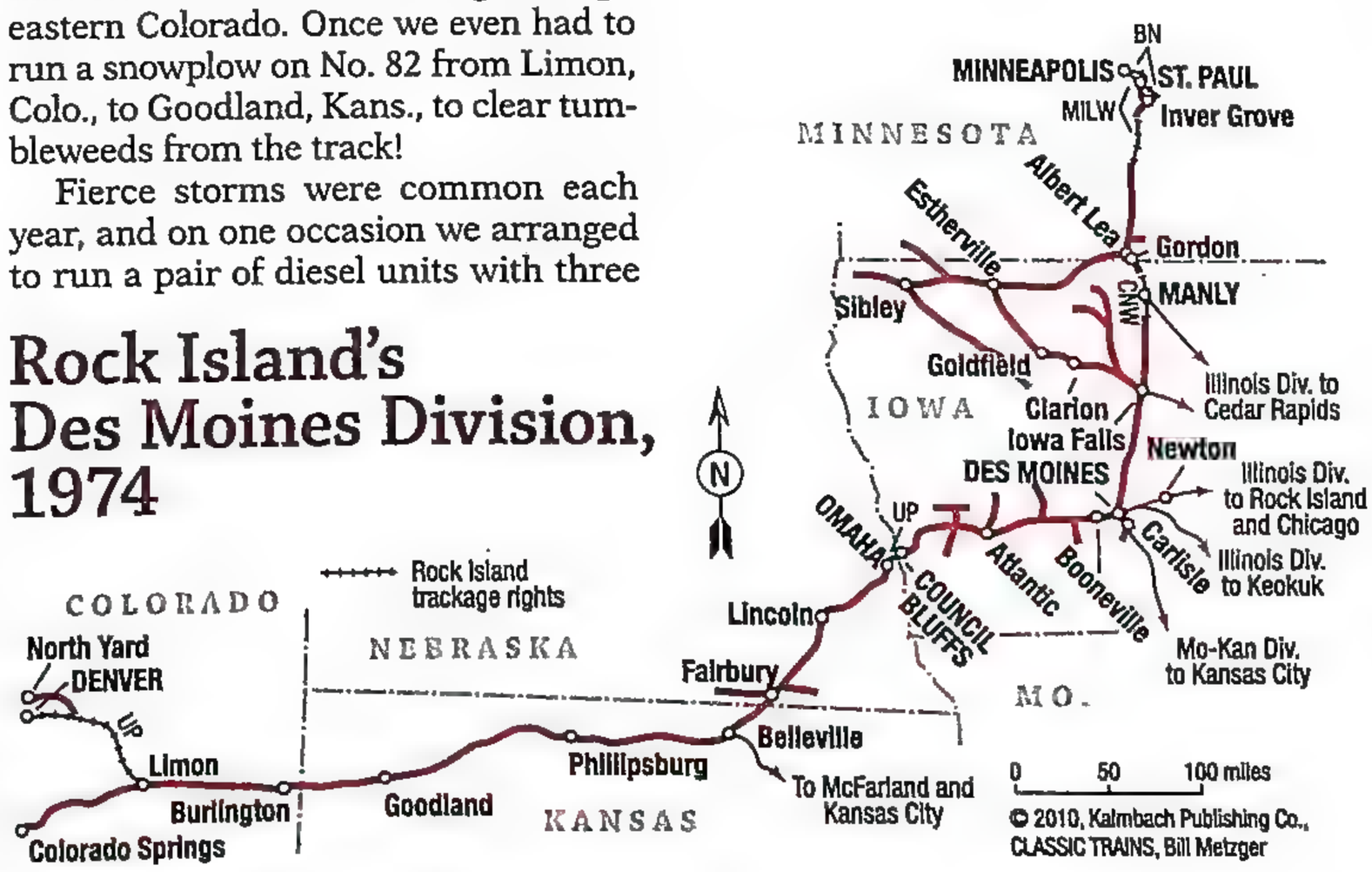
By the time I turned 20, I was holding a regular job as night chief dispatcher, initially on second trick on RI's Illinois and Missouri-Kansas Divisions, then later as third-trick chief on the Des Moines Division. (This latter job included a position in Joliet, Ill., described in "Cocky Kid at MC Tower" in Fall 2008 CT.) I started working on my college degree part-time, but still worked my days off whenever I could. The assistant chief positions were interesting, but I loved the train-order jobs, especially the Nebraska-Colorado territory of the Des Moines Division between Council Bluffs, Iowa, and Colorado Springs, Colo., formerly the route of the *Rocky Mountain Rocket*. The freights were fast and the territory somewhat harsh. It entailed 500 or so miles of single-track, automatic-block-signal-protected, train-order railroad, well-suited for me to hone my skills of dispatching.

The Des Moines Division, stretching from Minneapolis to the Colorado Front Range as it did, was an interesting territory of contrasts, especially in winter. As a blizzard would be crippling RI's Twin Cities main line and the "Bow and Arrow country" (the branch lines in remote northwestern Iowa and southwestern Minnesota), heavy rains would be falling in Nebraska or Kansas and a dust storm would be blowing through eastern Colorado. Once we even had to run a snowplow on No. 82 from Limon, Colo., to Goodland, Kans., to clear tumbleweeds from the track!

Fierce storms were common each year, and on one occasion we arranged to run a pair of diesel units with three cabooses from Limon to Goodland to pick up stranded motorists along parallel Interstate 70. We instructed the crew to stop at every town and attempt to help anyone who appeared to be in distress. Most of the people rescued were taken to Burlington, Colo., or Goodland to wait out the storm.

A family matter

Just before Thanksgiving 1973, I was working the North End CTC desk, which handled the territory from Inver Grove, Minn., RI's Twin Cities-area terminal, south to Manly as well from Eldon, Iowa, to Kansas City. Centralized Traffic Control signaling wasn't nearly



J. David Ingles

The Des Moines Division spanned from Minnesota to Colorado. Four GP40's leave Denver on RI's Northwestern Terminal on December 26, 1971.

Rik Anderson; collection of Dan Sabin

On any given day, the Division hosted about 125 units. In February '69, U28B 262 and GP18 1334 waited at Des Moines' Short Line Junction.

Des Moines Division Superintendent H. E. "Jack" Phelps (left) and Assistant "Super" B. B. Brenton huddle on office steps in August 1975.

as challenging to a dispatcher as was train-order territory, but the job did include my home grounds, and I certainly knew well the Manly–Inver Grove line.

On this night, my father was engineer on No. 65 and brother Dave was running No. 95, both from Inver Grove to Manly. Coincidentally, brother Mark was conductor on C&NW No. 1 from Manly to Albert Lea, Minn. While listening in on the Albert Lea radio, I heard the rear brakeman on 95 ranting to the crews on northbounds

Read about Dan Sabin's last years dispatching for the Rock Island in WORKING ON THE RAILROAD, on sale in late November 2010, or order from www.ClassicTrainsMag.com.

68 and 90 that "the Sabins and the grasshoppers were taking over the place . . . but at least we'll have clear signals with Dan at the [CTC] board in Des Moines."

That bubble was soon popped, however, when I put 65 in the hole at Gordon, Minn., and held 95 at Albert Lea to let the C&NW have the main track to make the diverging junction at Curtis in Albert Lea before he tied up on his maximum service hours on the section of joint RI-C&NW operation. A lot of howling ensued, and I took some ribbing at Thanksgiving dinner, but I knew I'd made the right decision.

Diverting the president

By this time on the poor old Rock Island, derailments would occur daily, and we kept a book of them on the division, numbering consecutively from January 1. The book for 1975, as I recall, listed well over 1,000 derailments on the Des Moines Division alone! On one occasion, RI President William J. Dixon and his family were on a business car on the rear end of No. 55, going through to Denver. No. 43 was ahead of them by a couple of hours but piled up 35 or so cars at DeSoto, just west of Des Moines. Vice President and General Manager Bill Hoenig called me and asked me to have the road foreman jump off the units of No. 55 and drop back to advise Mr. Dixon of the derailment and work out alternatives. I called United Airlines and made contingency reservations, then held a southbound train at Short Line Junction in Des

One of the author's favorite off-duty photo spots was the Raccoon River bridge near Booneville, Iowa, where two GE's and a GP40 (above) led train 43 west in August 1973, and a westbound's caboose (right) cleared in '74.

Moines to take the business car to Kansas City to try to match up with No. 73 for Denver, or perhaps line it up on a Union Pacific westbound out of K.C.

Homer Day was the Illinois Division road foreman, and he dropped back to the rear end of the train at Newton, Iowa, and relayed the message to President Dixon. When Dixon got on the radio and was advised of his options, he said, "OK, do whatever you think is best." He and his family enjoyed the Friendly Skies of United Airlines that evening.

Slower track equals more units

That was an example of how, while working as night chief, I was learning first-hand of the impact of the Rock Island's deteriorating financial condition. The desk handled all the locomotives on the division in coordination with the Power Desk in Kansas City. For the so-called bow-and-arrow lines (the universal term on the railroad, owing to the vast rural areas these light-density branches covered, and the relative lack of communication available with the trains), we needed 18 or so Geeps, plus a couple dozen more units to cover local switchers and wayfreights over the mainline territories from Inver Grove to Des Moines and west to Denver and Colorado Springs.

Road units covered some assignments while laying over at the likes of Inver Grove, Council Bluffs, Belleville and Goodland, Kans., and Denver, but as I recall, we usually had 125 or so units on the division at any given time. Each succeeding year, however, as track deteriorated, more slow orders were applied, which meant running time increased, thus requiring more units. I watched the need for power increase by about 10 percent a year, just to handle the same level of traffic.

Crews also were in short supply, taking far more time to get over the road, often tying up on the hours-of-service law, and in some cases dragging their feet. It got especially bad with the substantial amount of export grain we were attempting to move to the Gulf of Mexico. We ran 54-car unit trains, and it was unusual for any of them to get to Galveston without derailing somewhere along the way. On top of our own trains, C&NW detoured several pairs of trains every day from its worn-out Chicago Great Western routes to our main line, especially between Des Moines and Kansas City. (C&NW had absorbed CGW in 1968). This took even more of our crews away from availability.

One night I was dispatching the West Iowa when the conductor on No. 53, the train from Iowa Falls out to Estherville in the bow-and-arrow country, called me and asked if I could change the meet with No. 54 from Goldfield to Clarion. They had ground-relay problems on two of their four Geeps and were waiting for an electrician to show up from Iowa Falls. He suggested we bring No. 54 onward so the other crew would not tie up on their 16 maximum hours. I agreed, and asked how long it would take them to get to Clarion from Goldfield. He responded by telling me that they expected to cover the 10 miles in about two hours! When I expressed my surprise, he said that they'd had a new brakeman with them the previous trip and he was so frightened of the track conditions he had jumped off the engine twice in his first trip!

Such was life on the Rock Island as it began what turned out to be its last few years of existence, and before I moved on to other RI locales. ■

BIRD'S-EYE VIEW

More on our Web site
For an aerial view of this location today, go to www.ClassicTrainsMag.com

Photo: Leon Trice, Classic Trains collection. Research and text: Michael M. Palmieri

Centralization in the Crescent City

New Orleans goes from five passenger stations to one

New Orleans, the "Crescent City," was about to dedicate its Union Passenger Terminal—the last new, big-city joint rail depot in the U.S.—when this photo was made in 1954. Almost all of NOUPT was built on land occupied by Illinois Central's Union Station, which had been on the plaza in front of the new depot. Demolition began in January 1954, and NOUPT began full operation that April 16th. It replaced five stations: IC's (also used by SP and MP's Gulf Coast Lines); KCS's (pictured); L&N's; MoPac-T&P's [see "Bird's-Eye View," Summer 2005 Classic Trains]; and Southern's, also used by Gulf, Mobile & Ohio.

To accommodate IC, GCL, and SP trains during NOUPT construction, two platforms serving four tracks were built on the northwest (right) side of the old station. In the photo, these tracks have been shortened and set up for temporary mail handling. A new main post office was built next to NOUPT, and the four mail tracks were routed straight into it.

An integral feature of the project was construction of 20 grade separations; two of the long overpasses are visible: South Broad Street (top of photo) and South Claiborne Avenue (middle). The old canal pictured—built in the 1830s for access from Lake Pontchartrain to this part of the city—had been filled in with clamshells dredged from the lake.

Today, Interstate 10 occupies the canal bed area, and also goes to the right above Claiborne Avenue; a U.S. 90 freeway goes along the left side of NOUPT. Moreover, the Louisiana Superdome and parking lots occupy a big chunk of land in the heart of the photo, from Claiborne/I-10 down to a block short of Liberty, and from Poydras left to beyond Cypress Street. The New Orleans Arena is just to the left, between the Superdome and the tracks.

1 NOUPT head building, platform sheds, tracks 1-12 (from right to left)
2 Bienville Plaza, old IC station site
3 S. Rampart St.
4 Temporary passenger platforms
5 Temporary mail platforms
6 Site of future main post office
7 Loyola Avenue, under construction
8 Julia St.
9 Cypress St. (with KCS tracks in it)
10 Lafayette St.
11 KCS station and track platform
12 IC warehouses 9, 3, 2, 1 (from top)
13 IC team tracks
14 Girod Street Cemetery
15 Girod St.
16 Railway Express Agency building
17 City Public Works facility and yard
18 Illinois Central Hospital
19 KCS warehouses 10, 8, 7, 4, 5, 6, 3, 2, 1 (top to bottom, left to right)
20 IC warehouses 27, 28, 29 (from left)
21 S. Broad St. viaduct
22 S. Claiborne Ave. viaduct (now I-10)
23 Calliope St. (renamed Earhart Blvd.)
24 New NOUPT car shop
25 New NOUPT coach yard
26 New NOUPT engine house
27 South Wye Jct.
28 NOUPT main to Carrollton Ave. and Jct.
29 North Wye Jct.
30 Former canal, filled in, future I-10
31 IC (former LNO&T) Poydras Yard
32 Poydras Ave.
33 Pittsburgh Plate Glass
34 Swift & Co.
35 S. Liberty St.
36 S. Robertson St.
37 S. Magnolia St.
38 Clara St. Tower (above number)
39 Gibbons Feeds
40 Tulane Ave. (U.S. 61 and 90)

BIRD'S-EYE VIEW

N

Photo: Missouri Pacific, CLASSIC TRAINS collection. Research and text: Michael M. Palmieri

Nearby rail warehouses in the 1940s

Compared with the photo on the previous pages, this view shows land immediately to the north, and about a decade earlier. We again look more or less northwest, and almost all of the land in this photo was owned by either Illinois Central or Kansas City Southern. The photo dates from after KCS bought all Louisiana & Arkansas stock in 1939 (it didn't fully merge L&A until 1995) and before construction began in 1948–49 on NOUPT and the South Claiborne Avenue overpass. Part of the KCS passenger station at 701 S. Rampart Street is visible at the extreme lower left. The image's boundaries are roughly South Claiborne across the top, Poydras Avenue down the right side, and South Saratoga Street across the bottom. At the far upper left, the tracks leading to IC's Union Station are visible.

With a few exceptions, almost everything in this photo was still in place into the 1960s. During the construction of NOUPT, South Saratoga Street was enlarged into a wide, divided thoroughfare and renamed Loyola Avenue. Shortly after the new station opened in 1954, a federal office building was built across Girod Street from IC Warehouse No. 1, and the area across Poydras Avenue from IC Warehouse No. 7 was cleared and became the site for a new city hall. Most other features remained unchanged until the late 1960s, when everything was cleared away for construction of the Louisiana Superdome plus a 1,500-room Hyatt hotel, an Amoco office building, and other redevelopment.

Ground-breaking for the Superdome took place in 1971, and it opened in 1975. It and its parking lots occupy the block of land below South Claiborne and the elevated I-10 above it, to the left of Poydras Avenue, above La Salle Street, and to the right of Cypress Street.

1 S. Claiborne St. (now also elevated I-10)
2 IC Warehouse No. 27
3 IC Warehouse No. 28
4 IC Warehouse No. 29
5 Poydras Ave. (with IC tracks on top end)
6 Karl Hansen Co.
7 Pittsburgh Plate Glass
8 Swift & Co.
9 Clara St.
10 S. Magnolia St.
11 S. Robertson St.
12 La Salle St.
13 Cudahy Packing Co.
14 S. Liberty St.
15 S. Saratoga St. (future Loyola Ave.)
16 IC Warehouse No. 7
17 IC team tracks
18 IC Warehouse No. 3
19 IC Warehouse No. 2
20 IC Warehouse No. 1
21 KCS station
22 KCS station platform
23 Girod St.
24 Girod Street Cemetery
25 City Public Works yard
26 Illinois Central Hospital
27 KCS Warehouses Nos. 1, 2, 4, 5, 6 (clockwise from lower right)
28 KCS Warehouses Nos. 7, 8, 10 (left to right)
29 Gibbons Feeds
30 IC tracks from Union Station
31 Julia St.
32 Cypress St. (KCS track)
33 Lafayette St.
34 IC Warehouse No. 9
35 Perrillat St.

Photo Section

James L. Martin

***Daylight* to Portland:** Southern Pacific's northbound *Shasta Daylight* slows for its midday stop at Redding, Calif., in summer 1950. Train 10 is about 4 hours into its 15¼-hour, 714-mile run from Oakland to Portland, Ore. The observation car was built before World War II for the *Coast Daylight.*

Craig Willett

Unique U-boats: Santa Fe was one of the few roads to buy second-generation diesels for long-haul passenger service, and the only one to order such units from General Electric. ATSF received 10 U28CG road-switchers (Nos. 350–359) in mid-1966 and 6 U30CG cowl-carbody units (400–405) in late '67—all dressed in the famous Warbonnet livery. (Chico's road also got 14 EMD FP45's.) Alas, the U-boats' performance didn't live up to their paint jobs, and, after being implicated in a February 9, 1969, derailment with the *Grand Canyon* near Chillicothe, Ill., they were relegated to freight service. Renumbered to 7900–7909 and 8000–8005, they were retired in 1980. In happier times, U30CG 401 and two U28CG's bark across the diamonds at 21st Street, Chicago, with the outbound *Texas Chief.*

D. Greer Nielsen

The *Star* meets the *Builder*: We're aboard Great Northern's Chicago-bound *Western Star,* looking out a Dutch door on sleeper *Dawson Pass* as the train stands in the siding at Bison, Mont. Coming at us on this glorious September 3, 1963, is the *Empire Builder,* led by F3 369-A and headed for Seattle and Portland. Up ahead on the *Star,* some of the crew on diner *Lake Josephine* greet their counterparts on the *Builder.* Though a fine train, the *Western Star* played second fiddle to the *Empire Builder* in terms of running time and amenities.

Photo Section

Reading road-switchers: No fewer than 15 road-switchers of Alco, Baldwin, and EMD manufacture are visible in this October 18, 1966, view of the Reading Company's Erie Street engine terminal in Philadelphia. First-generation RS3's, AS16's, and GP7's wear traditional solid green, while newer GP30's, GP35's, and a C424 sport the yellow and green the road adopted in 1962.

William D. Volkmer

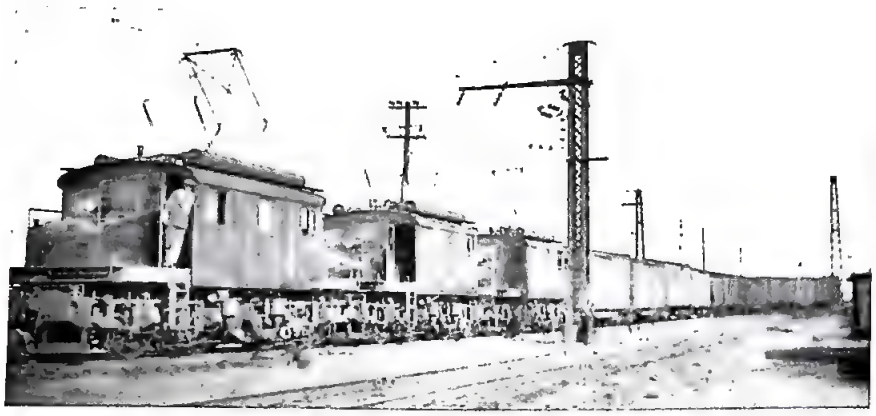
Photo Section

Weekday routine: On the chilly Monday morning of November 11, 1957, Canadian Pacific G5c 4-6-2 1257 steps smartly out of Montreal West station with a commuter train for Windsor Station. The engine is one of 102 light Pacifics CPR commissioned during 1944–48 from Montreal Locomotive Works, Canadian Locomotive Co., and its own Angus Shops.

Three photos, Bob Krone

Weekend special: Canadian National U-2-g Northern 6218 simmers at Montreal's Central Station, ready to depart with a railfan special to Ottawa, Ontario, on Sunday, May 30, 1965. Overhauled for excursion work in November 1963 at the big shop in Stratford, Ontario, the 4-8-4 reigned as CNR's fantrip queen until July 1971. What other 1960s-era steam specials originated at high-level platforms?

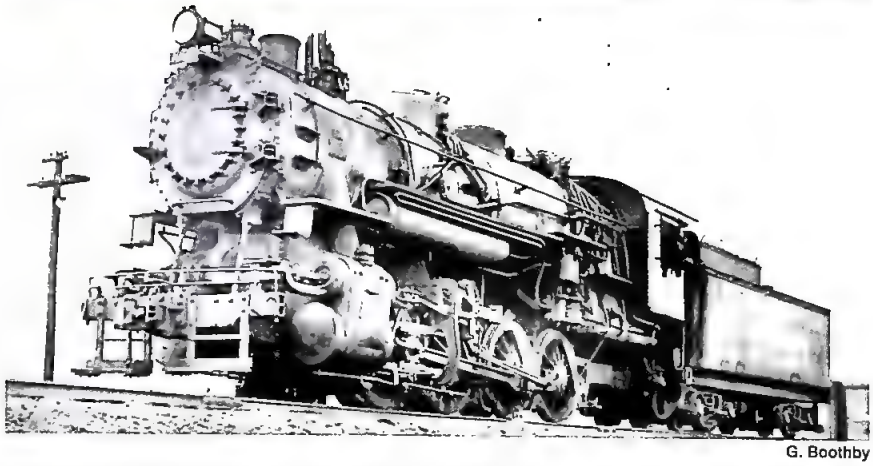
6218
6218
6218



STEEPLE-CABS vs. STEAM on the New Haven

A three-unit set of New Haven class EY-2 electric switchers (top photo) tests in hump service at Cedar Hill Yard in 1924. Comparing them to the boxcars reveals that these units were not small, despite their steeple-cab configuration. In the early 1920s, Cedar Hill hump work was normally the province of burly L-1 class 2-10-2's, sometimes in pairs as in this 1922 photo.

C. A. Schrade



G. Boothby

NH's three-cylinder 0-8-0's, Schenectady-built in 1924 (10 in class Y-4) and 1927 (6 in Y-4-a), became standard hump power. In 1939 (top), Y-4-a 3613 shoves a cut's last car over the Cedar Hill hump. Note the end of catenary at the crest. Y-4 3604, on the hump in 1940 (above), illustrates the Gresley valve gear (above the pilot beam) for its center cylinder. A three-cylinder locomotive had more torque than a two-cylinder one, and was best in low-speed service.

Less efficient than electrics but more flexible, 0-8-0's won the short hump-yard battle

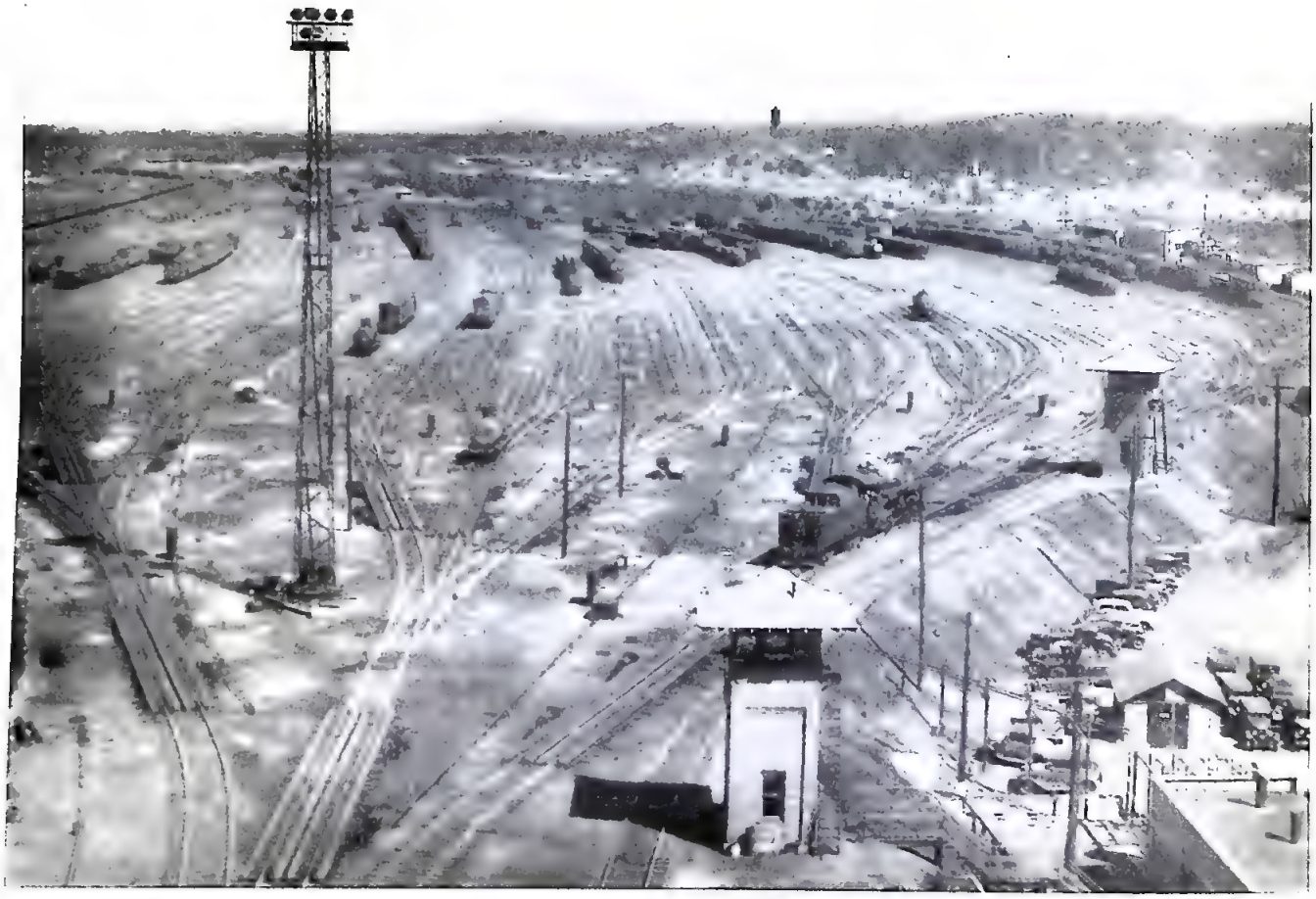
By J. W. Swanberg • Photos from the author's collection

The 1915 photo on page 53 in the Spring 2007 CLASSIC TRAINS "Photo Section," of a diminutive 0-4-0T switching an EP-1 class electric locomotive at the New York, New Haven & Hartford's Van Nest shops in the Bronx, N.Y., illustrated an incursion by steam power into the railroad's deepest electric territory. Not to be outdone, the New Haven's electric camp fielded a counterattack into steam turf in 1924. All switching at the railroad's giant Cedar Hill yard complex north of New Haven was handled by steam power, but catenary wire did extend up to the yard's eastbound hump crest to allow electric-powered road freights from New York to take their trains into its receiving tracks. Nevertheless, cars to be classified were shoved over the hump by surplus 63-inch-drivered road-service 2-10-2's—sometimes doubleheaded!

Enter electric switchers. An article in the July 1927 *Railway Electrical Engineer* describing New Haven's EY-2 class steeple-cab yard engines noted that, "Three of these switching locomotives, in multiple, have been tried out in humping service in the Cedar Hill Classification Yard." (It should be noted that class designations such as EP-1 and EY-2 were not actually used by the New Haven until the 1940s.) "The steady uniform torque of the electric locomotive is specially suitable for tipping cars over the hump one at a time at regular intervals at the desired speed."

Despite their interurban-like appearance, the EY-2's packed plenty of power. They were normally used as single units, handling not only heavy switching for the road's New York harbor carfloat operations but also for local freights and as road-freight pushers to assist sets of EF-1 box-cab motors on the 1.2 percent eastbound grade over Hell Gate Bridge.

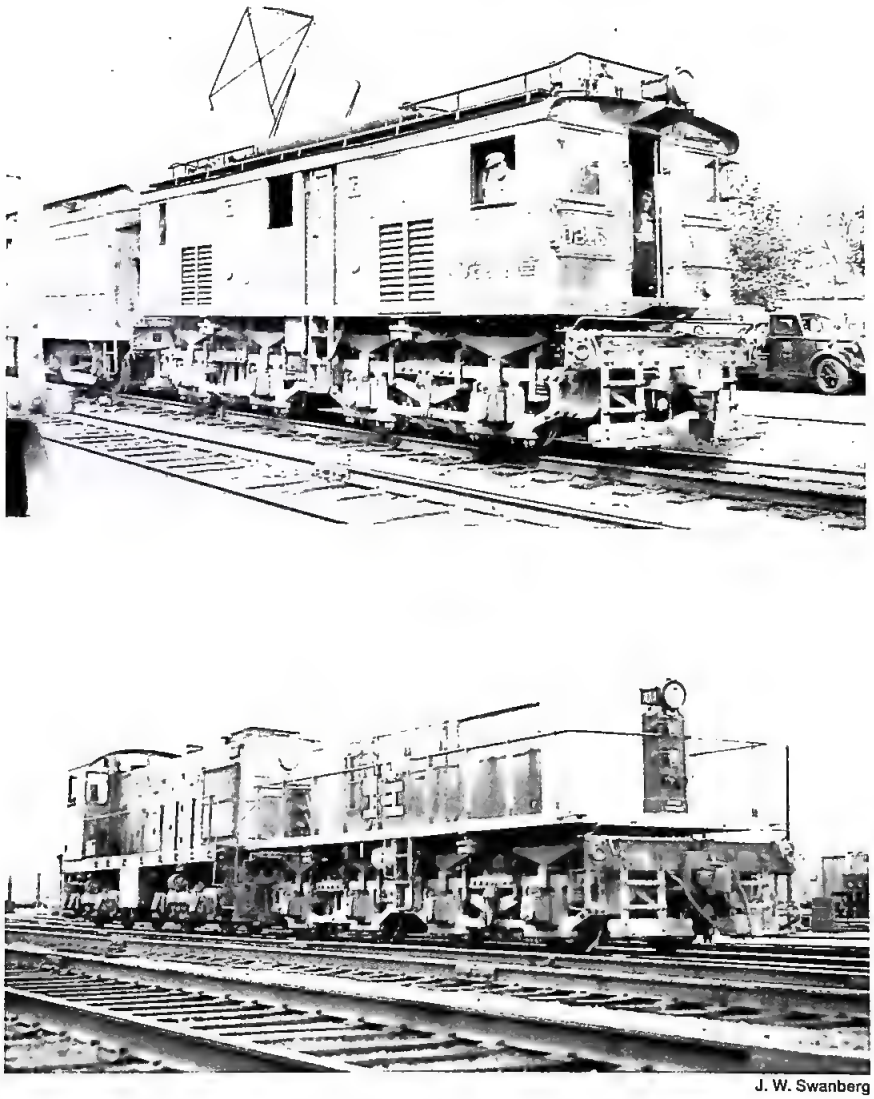
Successful or not, the electrics' invasion of Cedar Hill's eastbound hump was short-lived. The EY-2's did enjoy long and productive lives, but not in hump service; the accom-



The many miles of non-electrified trackage at the Cedar Hill Yard complex would have severely limited the usefulness of electric hump locomotives. The flexibility of steam power is illustrated by a Y-4 navigating the eastbound hump's maze of classification tracks.

H. F. Brown

In their normal territory, two big EY-2 steeple-cabs work as single units at New York's Oak Point Yard in 1932. With 35 miles of track under wire, Oak Point was the world's largest electrified yard at the time, but it didn't even approach Cedar Hill's 154 miles of total yard trackage.



J. W. Swanberg

New Haven motor-generator EY-3 switcher 0216, GE-built in 1926, shuffles passenger cars at Stamford, Conn., in 1945 (top). The unit's large A.C.-D.C. motor-generator set powered its D.C. traction motors, and while its complexity was not appreciated by the railroad, it did make a suitable candidate for conversion to yard slug DT-1, shown with Alco S2 0609 at the Hartford hump in November 1957, near the end of its career. NH added the S2's m.u.-like connections.

panying 1924 photo [page 68] is the only one I've seen of them operating in multiple.

Meanwhile, in 1924 and '27, the New Haven received 16 big three-cylinder 0-8-0's from Alco, and these 57-inch-drivered Y-4's dominated NH hump duties and other heavy switching until dieselization. Electric switching at Cedar Hill was limited by the fact that overhead wire did not extend past the hump crest (and on only one of the yard's two humps, at that), so electrics couldn't venture elsewhere in the vast switching complex. Steam was less efficient than steeple-cabs, but it won the battle because it was more flexible for the location.

A different New Haven electric switcher did make it into regular hump service many years later—sort of. In 1926, the railroad received nine General Electric motor-generator electrics, including two EY-3 box-cab switchers; they were not repeated, but the switchers did last until 1952. These locomotives had a large A.C.-D.C. motor-generator set powering D.C. traction motors (unlike the A.C. traction motors on most New Haven electrics), so Van Nest Shops removed the carbody and the motor-generator set from the former 0216 and added ballast for weight, resulting in the DT-1, the New Haven's only slug. The DT-1 was teamed with a 1,000 h.p. Alco S2 switcher, with added special connections so the diesel's main generator could also power the slug's D.C. traction motors, and it more than doubled the S2's 57,500 lbs. tractive effort at low speeds. Used on the Hartford, Conn., hump, the venerable former EY-3 even lasted long enough to receive the flashy red, white and black McGinnis colors, but its career finally ended when the Hartford hump was closed in 1958.

The DT-1 saga was admittedly not much of a victory for the New Haven's electric camp, but electrics are very much the winner today: Amtrak's Acela trainsets and AEM7 and HHP8 locomotives handle all Northeast Corridor long-haul passenger traffic to Boston under catenary extended in 2000, and as the victors roll brazenly by the pitiful remnants of Cedar Hill Yard, nary a steam whistle is heard: the New Haven's three-cylinder 0-8-0's are more than a half century gone. ■

Bad ride on the Pennsy

Allen Bauer

The start of the bad ride one year later must have looked like this October 5, 1946, scene at Fort Wayne of K4 5356 rolling past a waiting throng with train 89, the *Golden Arrow*.

A 1947 letter from a brother reveals what postwar train travel could *really* be like

By Ralph S. Podas

This is what happens when a guy in his 80's starts cleaning out cartons of old letters. When I came across a 1947 letter from my oldest brother Bob, I could not help chuckling about how the contents were so typical of him. He died in 1992 and I miss him still.

Bob was the oldest of five kids; I was the youngest. Even though eight years separated us, we shared a love of railroads. Our father was a Milwaukee Road locomotive engineer who died in a boiler explosion near Red Wing, Minn., in 1930. Growing up in Minneapolis, Bob and I always enjoyed imagining what it was like to be railroading back in our dad's era, those glory days of steam. Early in the Depression, Bob spent a couple of summers as a fourth cook on Milwaukee Road dining cars running from Chicago to the Pacific Coast. However, railroading was not to be his career. He studied civil engineering and ended up as a successful partner in a consulting engineering firm.

Now to get back to 1947. I graduated from the University of Minnesota that June with a major in traffic and transportation; on July 16 I began working

Robert Schill Jr.

After a ride on the Central's flagship, *any* train would have been a come-down! The *20th Century* is eastbound at Dunlap, Ind., in June 1945.

at the Pennsylvania Railroad's division freight office in Fort Wayne, Ind.; and on October 3 I married my dear Ann. Later that month, Bob and his wife Jerry were able to get away from Minneapolis and their kids for a few days in New York City. On their way back, they visited us in Fort Wayne, and my new bride prepared a luscious dinner for the four of us. Once back in Minnesota, on November 4 Bob wrote me a long letter detailing his and Jerry's travel experiences.

One thing about Bob—he liked to play the part of a big-time operator. In fact, back in those years we in the family jokingly referred to him as Diet Smith, the tycoon character in the *Dick Tracy* comic strip. How much of that was genuine in him I can't say, but I know he was a dedicated family man and a dear and close brother for me. Unfortunately, and I don't know where he got this, he may also have carried a touch of disdain for those not achieving the success that he did, or not measuring up to the standards he expected.

Bob's letter starts with his and Jerry's ride from Chicago to New York on the ultimate train for any aspiring or actual tycoon: New York Central's *20th Century Limited*. "To me the highlight of the entire trip was the ride on the *Century*. I personally waited 25 years for that, and it was all and even more than I had heard it was. The entire experience and the tradition impressed me to the extent that I have already written the general traffic manager in New York and told him how much I enjoyed the trip. No doubt after that I will become another one of the 'Century Tycoons' and the next time I make a trip on it the entire train crew will be tipped off in advance.

"It sure was an experience, and I hope someday you will have the opportunity of confirming all of these good things about the *Century*. You know me—it was just like in the movies: Bedroom C in car 269, a nice big cigar, good whiskey, feet up on the windowsill, a rare steak in the diner, porters waiting on you hand and foot, orchids for the Mrs., a copy of *The New York Times* on the breakfast table in the morning, and of course, the successful businessman going east on a big deal. Oh, cripes—wasn't that description something! Anyway, I was living in the clouds for 16 hours at least. And then the damn bubble broke."

Bob and Jerry's "broken bubble" involved a ride on my employer, the Pennsylvania, from Fort Wayne to Chicago. The letter does not state, nor do I recall, what PRR train they rode from New York to Fort Wayne. Regardless, they were able to spend most of a day with Ann and me. After Ann's fine dinner, somehow we all got to Fort Wayne's PRR station (we didn't have a car) to see Bob and Jerry off on No. 7, the *Red Bird*, departing at 6:43 p.m. This was one of three daily Detroit–Chicago trains operated jointly by the PRR and (east of Fort Wayne) the Wabash Railroad in that era. In later times, the *Red Bird* was our preferred means of getting into Chicago and making a connection with the night trains to the Twin Cities for visits with our families. So now let the "bubble broke" phase of Bob and Jerry's trip begin.

"It all started on the platform in Fort Wayne," wrote Bob. "All railroads place the chair [parlor] car the last or second from the last car on the train. But, oh no, the Pennsy does it just a little different—they place the chair car up front where the only thing that separates you from a K4 is a busted-down baggage car. So we get on the train and some knot-headed trainman says, 'Chair car up front.' You ask a porter to help you with your bags and all he does is shrug his shoulders as if to say, 'The hell with you, brother, you're riding the Pennsy now.'

"So we start off with a nice big argument that ends up with me saying, 'I'll be damned if I'm going to lug all this stuff through the train just to get to the right car.' After all, first-class transpor-

Ira H. Elgsti

PRR No. 8, the eastbound counterpart to Bob Podas' ill-starred *Red Bird*, flies low behind two K4's near Winona Lake, Ind., on August 13, 1945.

tation warrants some privileges.

"So we start walking up front and just leave the suitcases in the vestibule right where we got on. I did tell the porter that if they lost those bags I'd sue the whole company, including one traffic man, namely R. S. Podas [me!], Western Region, Fort Wayne Division. Well, we walk through a flock of day coaches where orange peelings and banana skins were so deep on the floor that they started coming in through my shoes. [Bob used this expression—obviously a gross exaggeration—frequently when describing railroad coach travel.] I told Jerry it just had to be the next car coming up. Not quite—first we had to walk through a stinking Pennsy diner.

"We finally got to our car and met a sleepy Pullman conductor who looked ancient. First of all he asks where our bags are! I told him they were in the vestibule of the last car on the train and I'll be damned if I'll walk all the way back after them. The conductor sputtered something and then told the porter to chase back after the luggage. Well, you should have heard the porter start bitching, but he finally went back after the stuff.

"In the meantime, I asked the conductor where we were supposed to sit. The car was pretty well filled up, with only about three separate seats left. So he asked one guy that was sitting next to an empty seat if he would move so we could have two seats together. Well, did this guy hit the roof! He started off like this: 'I'll be an s.o.b., but this is the third time I've moved since Detroit and I'll be damned if I'll ever ride this rattletrap railroad again.' His closing remark was that he wanted his dough back. Well, of course, we stood back and joyfully watched someone else get the Pennsy shot in the arm."

Getting two seats together did not improve Bob's satisfaction with the trip. "We finally get settled, and the porter comes sulking along with the bags, when the train starts slowing down and eventually stops. Then it's *crash, bang* and forward for a 100 feet and then some backward. This went on for about 5 minutes, then all was quiet. The guys in the car all start with the usual grumbling: 'Where the hell are we?' 'What's the matter?' 'This damn pike anyway.' Finally it drives me nuts, so my wife cuts me loose to go out on a search expedition.

"I drop off onto the cinders and run into the train conductor (a pretty good Joe) and ask him the same questions. He says we are about 2 miles east of Warsaw, Ind., and that 'the K4 started running hot so we had to stop her.' He indicated we will just have to sit and wait until another K4 comes out from Fort Wayne. I told the conductor I was in a jam and had dates and commitments in Chicago and just had to get there. So he offered to let me use the company wire to telephone into Chicago to hold our hotel space. The phone was hung on a pole out in the bushes, so we stumbled over the cinders in the dark with the wind blowing to place the call. All the conductor told the operator was that he was conductor on No. 7 stranded out in Warsaw with a hot K4 and that he had an important passenger who had to get a call through to Chicago. I completed the call and thanked him for making it possible.

"Well, then we all started to sweat it out. We had the westbound main tied up, and it seems all the train crew did was go up to the baggage car to sit and smoke and read their evening papers.

"Talk about bounce and whip—I kept all fingers crossed and hoped that old coot engineer knew what he was doing!"

Pennsylvania Railroad: Adolph Presler

Disgusted Chicago passengers deserted the *Red Bird* at Englewood Union Station, pictured with a Cincinnati-bound Pennsy train circa 1945.

Soon it seemed the entire trainload of passengers started wandering all over hell and the poor conductor had all he could do to keep them off the eastbound main, where traffic was moving at a pretty good clip. Then the bitching started and so help me I've never heard such bitching: 'Damn it, this is absolutely the last time I ever ride this lousy railroad.' 'Next time I'm going to take the bus,' etc.

"Well, after about 2 hours and 35 minutes, here comes another K4 out from Fort Wayne. Then the fumbling started trying to change engines, you know, everyone giving orders. The hogger, who looked about 92, seemed only interested in knowing whether the new engine crew brought out a fresh bucket of drinking water. After about 20 minutes of 'SNAFU' we were off again.

"After we got going I mentioned to Jerry that perhaps a highball might calm us down. Where to get one? You guessed it: 'Back in the last car.' So another hike through the string of coaches, and this time the orange peelings, banana skins, and busted sandwiches were almost up to my knees. The atmosphere in the rear end was as bad as on the front end. We sit ourselves down and ring for the waiter. After 10 minutes a burly white-coated guy comes up. I ask him what kind of bourbon he has. 'Kentucky Tavern.' I ask him, 'Is that the only kind you have?' and his reply was, 'You asked me and I told you.' That was the last straw. My remark, plenty loud, was, 'We'll have two with soda and you don't have to get so damn smart about it either.'

"Jerry had to grab my arm and hush me up in order not to cause any more of a scene than I had already. You can imagine the size of the tip I left him. Soon the train conductor wanders back to see how extremely happy everybody was, and of course they all lit into him—poor guy. But he did cool them down by bragging about how he had saved the day for a passenger and got an important telephone call through to Chicago, which, of course, was me! He didn't know I was sitting back there having a highball."

You'd think Bob's assessment of the PRR's performance would brighten in view of the hogger's spirited effort to make up time, but this only provided more grist for his mill. "The ride from there on was about the worst I'd ever experienced. I don't know whether that old white-haired coot up in the front end was trying to make up time or not, but he sure opened that K4 up. Talk about bounce and whip—brother, I kept all fingers crossed and hoped to hell that he knew what he was doing and that all the switches were lined right. So help me, it's really the first time I've become somewhat nervous riding a train. When we hit Englewood, half the passengers were so mad they got off and took the Chicago Surface Lines the rest of the way in."

I can certainly vouch for what Bob is saying here. I rode this same No. 7 many times, and I am sure the K4 was doing close to 100 mph on that straightaway in western Indiana. It was a feeling of almost becoming airborne. The published schedule was 110 minutes to cover the 123 miles from Fort Wayne to the stop at Gary, Ind. An exciting ride? You betcha!

"We finally got to Union Station, and we beat it over to the hotel where we ran into another mess. Only one room left—take it or spend the rest of the night in Grant Park. It was a two-room suite up on the 35th floor overlooking the lake and the rate was likewise up in the sky. But what could you do? We both were as happy as a honeymoon couple in reverse. THE END OF A PERFECT DAY."

Bob's letter concludes: "It took me 10 pages to get this all off my chest. I should write the general passenger agent of your pike and tell him I'm going to ship via Erie Railroad from now on—ha, ha, ha. Oh nuts, I'm all slap-happy now and have to quit. Oh, that damn Pennsy!" ■

Routine, for now

For generations of engine hostlers, an important part of the job was filling steam locomotive tenders with water. So what this fellow is doing at the Milwaukee Road's engine terminal near 35th Street in Milwaukee is routine business. But not for long. The date—April 1951—and the presence of Fairbanks-Morse Erie-built diesel 21-A tell us that steam is on borrowed time. Within six years, there will be no more locomotive tenders to fill on the Milwaukee Road, and a lot less work for hostlers to do.

Linn H. Westcott

21 - A

Earliest recollections

Though terrifying at the time, a 1941 encounter with a train remains a treasured memory

Have you ever wondered what your earliest conscious recollection might have been?

For me, I'm convinced it was a train. The mental image I retain to this day is of complete horror as a great beast of a thing bore down on me, full of sound and fury.

My father was not an avid rail enthusiast by today's measure. But he did possess a keen interest in things mechanical, of which the trains of the day were a readily accessible example. I look back fondly now on the mini-excursions he arranged for my sister Nancy and me on local trains, and the weekend drives we took, just "to watch trains." As I look back now, for me those outings unquestionably sowed the seeds for my lifetime fascination with railways.

I was probably in my teens when I asked Father about this early recollection, wondering if it really was a train that had so disturbed me, way back then. He laughed, and told me the story.

In June 1941 Grandfather James, Dad, and I had been out for a drive, a few miles from our home near Lawrence Avenue and Yonge Street in North Toronto. We came upon a level crossing, and stopped "to see if anything was coming." Father was a photographer of some skill, and incorporated a nearby switch stand in a couple of pictures of wee Jimmie. I don't recall any of that, but I was familiar with one of the pictures of myself, as a very young lad.

It was then, he said, that things got exciting. A train was approaching, the wig-wag signal started up, and I screeched and headed for the right-of-way fence to get as far away from the train as I could, taking refuge behind the legs of Dad and Grandfather James. I was not to be consoled, and we retreated to the car and went home.

"Where exactly did all this happen?" I asked some years later (having by then fully recovered from my early terror). At the Canadian Pacific's Don Mills Road crossing, was the answer. We calculated the train must have been a doubleheader, steam of course, heading east to Agincourt Yard.

Fast-forward more than six decades. Not long ago I was sorting through boxes of old family photographs and

"Wee Jimmie" Brown examines a switch stand beside a Canadian Pacific road crossing in North Toronto. His fascination soon turned to fear when a doubleheaded freight came along.

Three photos, Alvin H. Brown

Despite his son's concern for their safety, Alvin Brown managed to photograph an eastbound freight coming and going at Don Mills Road.

negatives. Among them, misfiled amid envelopes marked "Summer 1940," was an unmarked envelope containing the familiar image of Jimmie at the switch. But the real treat in the same envelope was a pair of negatives—which I had never before seen—showing a double-header approaching and receding. Yes, it was CPR. And yes, it fit the geography of the CPR line where it crosses Don Mills Road.

To me these "new" photos are magic, because of their link to my picture with the switch stand, and my familiarity with the CPR in later years. The photo of the train approaching shows the curve at Donlands (Mile 102.3), where (as I now know) the Canadian National connection to Oriole diverged; the mile sign visible on a distant telegraph pole is positioned properly to be "Mile 102" of the old Oshawa Subdivision. The locomotives are a P2 Mikado and an H1 Hudson, and how I wish I could make out their numbers! The receding shot is a wonderful vignette of 1940s railroading: a string of random car types (mostly boxcars), smoke trailing back from the head end, and a wooden caboose bouncing along at the rear. Don Mills Road was important enough then to rate wig-wags, and look at how they're decorated. Imagine that being done today!

There's an overpass there now, carrying the Belleville Subdivision of today's Canadian Pacific over Don Mills Road. And the surroundings are entirely urban. But I have absolutely no doubt that these photos are proof of my earliest conscious recollection . . . when I was just 3 years old!—*James A. Brown*

EMD, the comeback kid?
How the one-time champion locomotive builder could rise again

Reborn Berkshire and the main line that almost wasn't
Nickel Plate Road 2-8-4 No. 765 visits Indiana's Hoosier Valley Railroad

Amtrak travel guides:
What's outside your train window?

Fort Worth & Western
Texas short line that acts like a Class I railroad

Map: Family Lines tonnages and signaling

Plus:

Diesel locomotive truck details

Eight homeliest diesels

You can play tourist in San Francisco by transit

First person: Hopping passenger trains in the 1930s

SUBSCRIBE TODAY! 1-800-533-6644
Order online at
www.TrainsMag.com

Fast run on the Frisco

A freight engine pinch-hits on a passenger train, with surprising results

George W. Person Jr.

Frisco 4-8-2's 4300–4310 were intended for freight service, but could wheel varnish when necessary; No. 4304 swings out of St. Louis in March 1943 with a wartime load of 23 cars.

During the mid-1930s, the St. Louis-San Francisco Railroad started rebuilding low-drivered 2-10-2 freight locomotives into modern, high-horsepower, coal-burning 4-8-2's, also for freight service. The first series of these Mounatin types was the big, handsome 4300-class of 11 engines. (Many Frisco aficionados contend that the 4300's were actually new locomotives, not rebuilds, and there is evidence to support this. The 4400-class Mountains that followed were definitely rebuilds.) With a tractive force of 74,850 lbs., including booster, these powerful engines were greatly admired by enginemen and consistently proved their mettle on fast freight schedules and on the many steep grades of the Ozarks.

One of the engines, No. 4310, was later converted to burn oil and reclassified as a passenger engine, complete with the gold numbers and striping commonly applied to Frisco passenger power. This story is about why this might have come to be.

I had just finished junior high school in 1946. We were living in Fort Scott, Kans., where my dad worked as a tank truck man for the Frisco. Fort Scott was the first crew change point south of Kansas City and where the engines were serviced and took on water. It was summer, and my favorite pastime was going down to the depot to watch the passenger trains come and go. One evening while waiting for No. 105, the southbound *Kansas City-Florida Special*, I saw on the station trainboard that the train was quite late, but I waited anyhow.

When the *Special* finally pulled in behind one of the Frisco's beautiful 1500-class 4-8-2's, I heard one of the Kansas City crewmen say that they had trouble with an injector and couldn't get enough water into the boiler to make any speed. The Fort Scott crew cut off the engine and backed it down to the roundhouse, and when they came back with the replacement locomotive, I was surprised to see that it was a 4300-class freight engine. I had never seen a coal-burner on any Frisco passenger train.

Even at age 13, I was an experienced train-watcher, and I sure noticed that when the train pulled out of the station headed for Springfield, Mo., the 4300 accelerated the train a *lot* faster than

the 1500's or the big 1060-class 4-6-4's that sometimes handled the train. Even though World War II was over, it was still a time of heavy passenger traffic, and I often counted 15 or 16 heavyweight cars on the *Special*, making it one of the heaviest on the system. Leaving Fort Scott southbound, there's a long 1 percent grade. We could hear the exhaust of the 4300 as she went up that grade. We knew the engineer, trying to make up time, had the throttle wide open because she was really moving . . . faster than I'd ever heard any train go up that hill.

A couple of days later we got word that that evening's run to Springfield was the fastest ever. This news did not surprise me!

Could this incident have been the catalyst that led to the conversion of the 4310 to a passenger engine? Perhaps, especially since the converted 4310 was assigned to the *Kansas City-Florida Special*, the very train we saw a 4300 handle so well.—*Frederick Clem*

Adventures of a rookie brakeman

Life on the Apalachicola Northern in the 1940s was anything but dull

I'm clutching the grab iron on the back of a steam locomotive cab, my feet on the apron between the engine and tender. I'm vibrating head to toe, with the heat from the boiler all over me. How did I get here?

Green—I was the greenest brakeman ever to ride the rails of the Apalachicola Northern Railroad. Let me tell you of the trials and tribulations of a brand-new inductee into railroading. I was 21 and just out of the service, feeling lucky that the AN had taken me on.

This was the mid-1940s, when steam on the AN was hanging on by the skin of its hissing and puffing. The railroad was 102 miles of 60-lb. rail in Florida's Panhandle; Port St. Joe was the south-

Coming next issue

Spring Edition

- **CN's Scientifically Streamlined Steam**
  Jim Shaughnessy looks at the studies that resulted in a stylish family of 4-8-4's on Canadian National and Grand Trunk Western

- **Great Photos of William D. Middleton**
  One of the most respected and profilic rail authors is also a master photographer

- **Riding the 'Hawkeye'**
  Dave Ingles rides a local freight on a Wabash branch line rich in history
- **MP's Berkshire Lemons**
  A hogger recalls the sour taste of his road's 2-8-4's

- **L.A. Time Warp**
  1910 and 1960 at Pacific Electric's Dominguez Jct.
- **Fallen Flags Remembered**
  Chicago & Illinois Midland

- **Seatrain: Railroad or Steamship Line?**
  The tale of how freight cars moved from New York to the Gulf Coast—by sea

PLUS: True Color, The Way It Was, Bumping Post, Car Stop, and more!

Subscribe Today!
1-800-533-6644
www.ClassicTrainsMag.com

Classic Trains MAGAZINE

Scott A. Hartley

Where the Penn Central was colorful

Penn Central may have been known for its basic black locomotives, but beginning in 1970 it began painting its former New Haven FL9's in the blue and yellow colors of New York's Metropolitan Transportation Authority, which subsidized PC-operated commuter service out of Grand Central Terminal. On April 13, 1976, PC has been part of the new Conrail for 13 days as recently repainted FL9 5059 prepares to leave the yard at North Brewster, N.Y., with a train for Grand Central. The FL9 fleet also would wear a CR version of the MTA colors until Metro-North was created in 1983. The 5059, built as NH 2059 in 1960, was the very last F unit built by EMD and is now preserved at the Railroad Museum of New England.

ern terminus. The yard was filled with pulpwood cars, lumber flats, and boxcars for the paper products that would be going north.

My first run was from Port St. Joe to Chattahoochee, the northern end of the line. The call was for 4 p.m., so with lunch pail and a whole bundle of nerves, I introduced myself to the conductor. After I stowed my gear aboard, he showed me how to get on and off a moving train. Then, with the soon-familiar two blasts of the whistle from the 2-8-0 on the head end and the rattle of slack running out, we were moving. I soon learned that freight crews didn't just ride in the cupola—there was paperwork to do, 30-plus cars' worth. That finished, it was up in the cupola to watch for hotboxes. We stopped several times to drop off empty pulpwood racks. I had it easy on this job, because the head-end brakeman took care of everything. Arriving at Chattahoochee, the conductor and I took the paperwork into the office and picked up our new manifest for the return south.

On the way back to Port St. Joe, we had to double over a hill (Florida may not be mountainous, but it isn't totally flat, either!). It was the rear brakeman's job to protect the rear of the train. When we stopped to cut the train in two, in the middle of nowhere, the conductor made sure to tell me that we were parked next to an insane asylum. With a smile on his face, he told me how some inmates would come down to the fence and try to escape, figuring they could get a ride on a train. He had several stories that put chills up the spine of this 21-year-old city kid.

On my next trip the conductor was up front, and I was by myself in the rear. You're supposed to be a couple of hundred feet behind the caboose to protect the train. Needless to say, my estimate of the distance required was measured in very small feet. When I heard the slack being taken up, I didn't need an invitation to get back into the caboose. Before the echo of the second blast of the whistle ended, I was on the back steps, swinging my lantern.

A couple of months later, I was assigned to the AN's passenger train, a daily turn from Port St. Joe to Chattahoochee and Climax, Ga. (the final 30 miles to Climax was on Atlantic Coast Line trackage). Nos. 1 and 2 consisted of a "doodlebug," a diesel-powered car with a passenger compartment, towing a second car with a baggage area and a Railway Post Office section in the rear. The run included a trip down the 3-mile spur to Apalachicola; it was a reverse move in so we would be pointed the right way for the balance of the trip north. At Climax we met the *South Wind* from Chicago and exchanged passengers, Railway Express, and mail. The round trip was carded for nearly 14 hours, so we had to move along to avoid the 16-hour shut-down law.

Railroaders will say that passenger service is dull and routine, but I didn't

The RPO clerk hollered, "Run, run!" as visions of spending the night with the alligators at that lonely siding spurred me on.

find it so. One night we came upon a freight blocking our line. My conductor got out to investigate and came back to tell me to give them a hand. To do what? Well, the trailing truck on the freight's engine had derailed, and the freight's three brakemen were putting rerailing frogs down. Two guys were struggling on one side and the third was by himself, so I was to be the third's partner. Dirt, steam, and the lack of elbow room made it a messy job, plus every time you raised your head, a piece of the locomotive was right there to chastise you. Finally we got it done, and the cheers were louder than the whistle as the freight moved out of our way. Getting back on the "bug," I was such a mess I had to stay out of the passenger compartment.

Routinely on the return from Climax, as we entered the yard at Chattahoochee, I had a switch to throw. The yard crew would put it back for me so I could keep on going with the train. One night we were late getting in, too late for the yard crew to help me out—but I didn't know that. After we dropped off the passengers and turned the train, the engineer and I were in the back part of the engine room doing something. There was a bunch of screaming and hollering, so the engineer told me go see what was up. People were running away from us and pointing to the front of the car. I turned to look and saw what seemed to be the biggest steam locomotive in the world standing inches from our front end. Its engineer had approached the switch expecting it to be in its usual position. Instead, it was still lined for our track, and he got stopped just in time.

We get accustomed to the way things work and don't allow for changes. One day, the doodlebug was in the shop for repair, so we got a Pacific and a passenger car for our run. Well, coming out of Apalachicola, I got off to close the mainline switch and waved a highball to the engineer. I usually had time to trot up to the baggage door before the motor car got going, but I wasn't ready for the fast pickup of the steam locomotive. Looking up from locking the switch, I saw the marker lights fading into the distance. The RPO clerk was hollering, "Run, run!" The vision of spending the night with the alligators spurred me on. The clerk opened the rear door and held out his hand to me. He helped me aboard, and I had to crawl through the small, floor-level mail door to get back into the baggage area.

So here I stand in the cab of the Pacific, pounding down the rails, heat blasting in my face, fingers numb from clutching the grab iron. WOW!

—Frank Klose

Enthusiasts For Life

NEW FOR 2011!

From Coast to Coast, See Trains In Action All Year!

The ***Trains at Work 2011*** calendar features trains winding through mountains, climbing steep grades, gliding over trestles, hauling, pulling, loading, and much more!

The 2011 calendar contains:

- A wide variety of North American trains
- Detailed photo descriptions
- Rugged and spectacular settings
- National holidays and space for appointments

68164 • $12.95

KALMBACH BOOKS

Buy now from hobby shops! To find a store near you, visit www.HobbyRetailer.com

www.KalmbachStore.com or call 1-800-533-6644

Monday – Friday, 8:30 a.m. – 4:30 p.m. CST. Outside the United States and Canada call 262-796-8776, ext. 661.

T2082

P11833

Dual gauge and decimals in Denver

Like most transit systems, the Mile High City's began with animal-powered cars, in 1871. A pioneering electric system developed by University of Denver Prof. Sidney Short featuring an underground conductor was tried on a few miles of track during 1886–87. After that, the street railways built an extensive cable-car network. This in turn was converted to trolley operation by 1900, at which time the lines were operated by the Denver City Tramway Co. In 1903–04, the DCT-controlled Denver & Northwestern opened electric lines to Lindsay and Golden; these routes were built to the same 42-inch gauge as the city lines, enabling through interurban service. Most of the Lindsay line sported three rails to accommodate coal traffic from mines around Leyden to an interchange with the standard-gauge Colorado & Southern at Arvada. DCT got a second route to Golden in 1909 when it purchased the standard-gauge, steam-powered Denver & Intermountain. The D&IM was quickly electrified, but it remained 4 feet 8½ inches and kept its identity through the 1914 consolidation of DCT and D&NW as Denver Tramway Co. At right, car 815 (built in 1922 by DT's own shops) stands at the downtown loop while working route 14 to Aurora on February 26, 1950. Below right, bathing beauties on hand for the final day of city trolley operations (note the "Good-bye Old Friends" sign on car 821) make the best of a rainy June 3, 1950. Below, DT's narrow-gauge interurbans carried unusual decimal-point numbers; car .02 (a 1906 product of Denver carbuilder Woeber) poses with work car 762 at Arvada Junction on July 2, 1950, the day after the end of regular interurban operations. The dual-gauge track curving to the right is the connection to the C&S, which passed overhead.

Richard H. Kindig

T. H. Desnoyers; Krambles-Peterson Archive

Richard H. Kindig

railroadbooks.biz
has **1,700+** new titles,
all at discount!

International Service.

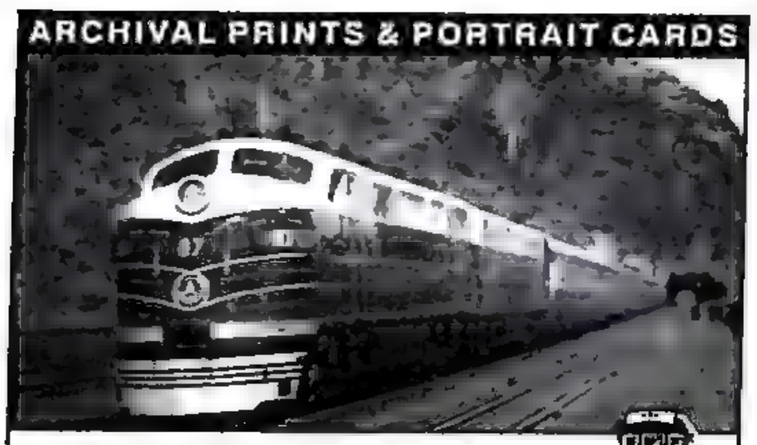
Domestic shipping FREE over $50.00

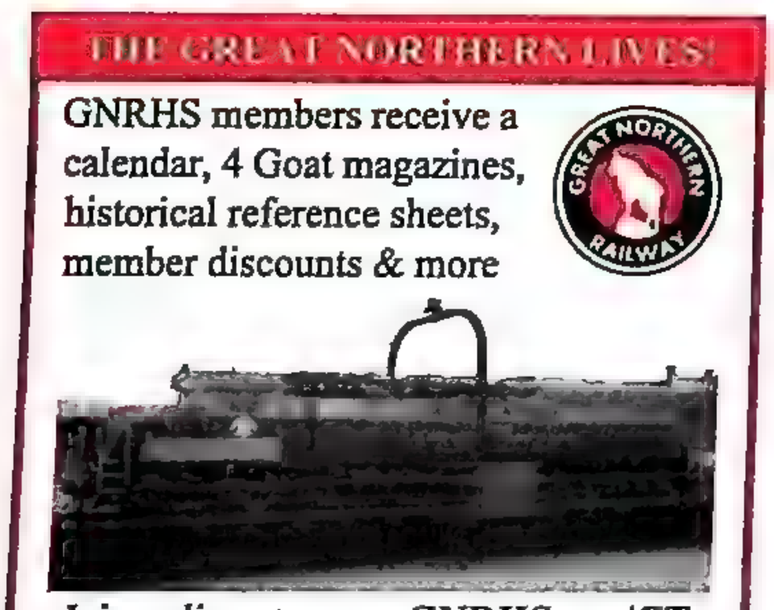
ORDERS:
U.S. (800) 554-7463
BUSINESS & INTERNATIONAL:
(812) 391-2664
SEND:
$2.00 for paper book list.

E-mail for PDF list.

www.railroadbooks.biz
chuck@railroadbooks.biz

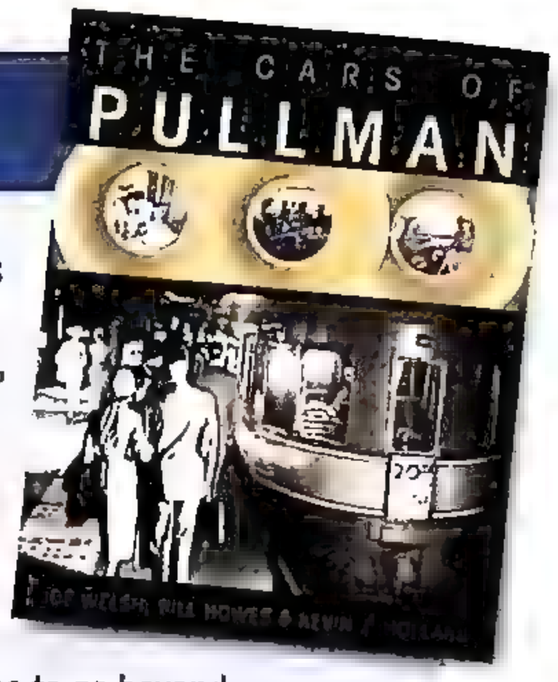
PO Box 4, Bloomington, IN
47402-0004 U.S.A.


ARCHIVAL PRINTS & PORTRAIT CARDS
More than 100 historic titles prepared to exacting standards and lithographed in full rich color, with archival properties for the serious collector, these North American railroads include a detailed historical text.
Vanishing Vistas
BY RICHARD E. COX
See our website for available stock, order forms and new titles in production.
www.vanishingvistasonline.com
PO Box 1491C • ROCKLIN, CA • 95677-7491 • USA


THE GREAT NORTHERN LIVES!
GNRHS members receive a calendar, 4 Goat magazines, historical reference sheets, member discounts & more
GREAT NORTHERN RAILWAY
Join online at www.GNRHS.org/CT
or for details write:
Great Northern Railway Historical Society
5465 43rd Ave. W., Seattle, WA 98199

Ready Track

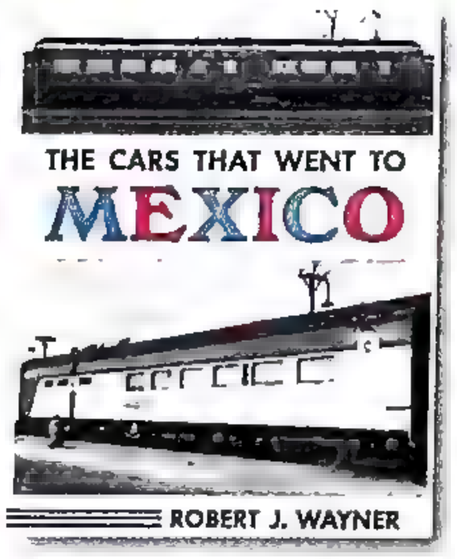
First Out



In this lavishly illustrated history, three of the top passenger-train historians show how the Pullman Co. led the sleeping-car revolution not only as a service provider but also as inventor and manufacturer. The authors cover the highlights of Pullman's corporate history, but the focus here is on the company's dizzying array of cars. There's a nice balance between the opulent wood cars of the late 19th century, the more utilitarian but equally memorable vehicles of the heavyweight era, and the final lightweight years. But the authors go beyond equipment. They explain how, in its heyday, Pullman used 86 agencies and districts to distribute its thousands of cars among scores of client railroads. They describe how the sleeping-car business eventually extended to rival builders ACF and Budd. The real glory of this handsome book is its rich illustration, including 19th-century glass plates, standard-era publicity views, Pullman promotions and car diagrams, and some impressive post-war color action. The authors also have the good sense to go beyond train and car photos—see the marvelous color interior of an SAL Sun Lounge on pages 158–159. Anyone interested in passenger trains will love this book.—*Kevin P. Keefe*

The Cars of Pullman. By Joe Welsh, Bill Howes, and Kevin J. Holland. Voyageur Press, 400 First Avenue North, Suite 300, Minneapolis, MN 55401; 800-458-0454; www.qbookshop.com/voyageurpress.com; 8½ x 11 in.; hardcover; 176 pages, 163 color and b/w photos, 44 illustrations; $40.

Other Books



Passenger-car authority Bob Wayner—author of numerous definitive books on the subject over the past four decades—turns his attention here to the fascinating if often overlooked topic of varnish in Mexico. As U.S. railroads replaced their heavyweight fleets with lightweight stock, then found themselves with surplus equipment as traffic declined, hundreds of cars enjoyed second careers south of the border. This book delves into that story, but also looks at the European, Japanese, Canadian, and home-built cars that worked in Mexico (sadly, the past tense is fitting, for today the country is essentially devoid of rail passenger service). About half the book is an album of photos covering many car types; the other half is a detailed roster of sleepers, diners, and lounge cars.—*Robert S. McGonigal*

The Cars that Went to Mexico. By Robert J. Wayner. Railroad Books, 348 E. 4th Street, Brooklyn, NY 11218; softcover; 8½ x 11 inches; 79 pages; $28.95.

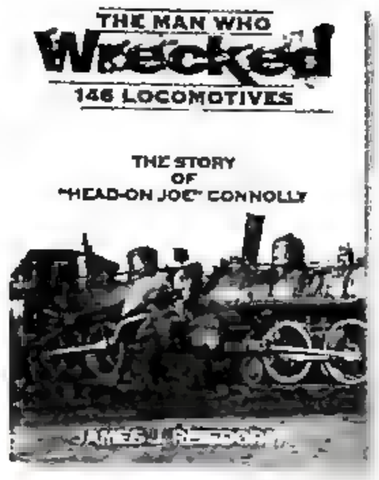
The photos of longtime B&M employee Preston Johnson are the focus of this fine album. More than 230 (35 in color) show scenes along the railroad from the mid-1930s through the 1950s, taken while Johnson was a tower operator and dispatcher. Chapters are divided by route, and images feature plenty of late-steam action, as well as early diesels, gas-electrics, and the *Flying Yankee.* Scenes of stations, towers, engine facilities, and cityscapes are also included. There's no real text—the extensive captions provide ample details of the subjects shown.—*Jeff Wilson*

Boston & Maine Memories: Featuring the Photography and Career of Preston Johnson. By George and Katherine Melvin. Melvin Photos, 392 Sturtevant Hill Rd., Readfield, ME 04355; www.melvinphotos.com; 11 x 8½ in.; 112 pages; hardcover; $49.95 plus $4 shipping.

Away from Penn Central trackage, where dreary black locomotives prevailed, the Northeast U.S. hosted plenty of colorful railroading in the first half of the 1970s. The scene was particularly appealing in northeastern Pennsylvania, where Lehigh Valley, Reading, Delaware & Hudson, Jersey Central, and Lehigh & Hudson River fielded multi-hued fleets of charismatic Alco diesels, and wooded hillsides came alive with color during the fall months. This album is a pictorial celebration of that time and place, with 76 beautiful Kodachromes of Alcos at work during various autumns. With Conrail in the offing, the locomotives and the railroads themselves were in the autumns of their careers. Extended captions provide lots of background information.—*R.S.M.*

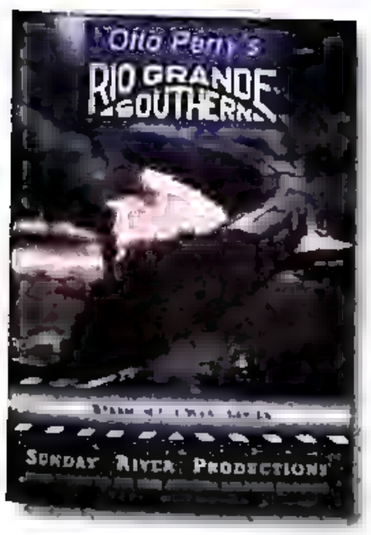
Alcos in Autumn: Northeast Pennsylvania in the 1960's and '70's. By Michael Bednar. The Railroad Press, P.O. Box 444, Hanover, PA 17331; www.alco628.com; 8½ x 11 in; softcover; 52 pages, 77 color photos; $24.95.

This book traces the bizarre career of Joseph S. Connolly, who staged scores of head-on train collisions for public entertainment from New York to California. Though not the only, or even the first, man to orchestrate the smashing of obsolete engines at state fairs and other mass events, "Head-On Joe" was the most prolific, wrecking 146 locomotives between 1896 and 1932. Despite the high-profile nature of his spectacles, and author Reisdorff's extensive research, relatively little has come to light about Connolly himself. Nevertheless, this is a fascinating look at a spectacular sidelight of railroad history.—*R.S.M.*



The Man Who Wrecked 146 Locomotives. By James J. Reisdorff. South Platte Press, P.O. Box 163, David City, NE 68632; 402-367-3554; www.southplattepress.com; softcover; 8½ x 11 inches; 48 pages; $19.95 plus $5 shipping.

DVD's

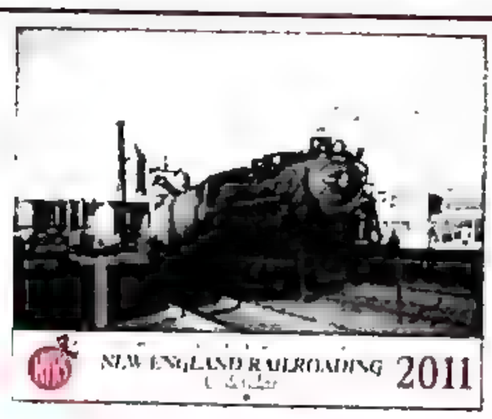


This program, first produced in 1988 in VHS format and now remastered for DVD, is an engaging treatment of the most celebrated of all Colorado narrow-gauges, the Rio Grande Southern. Rare color and black-and-white films by Otto Perry show 2-8-0's, 2-8-2's, and famous 4-6-0 No. 20 on regular-service lumber, ore, livestock, and general freight trains at locations from Ridgway to Durango. There's plenty of coverage of steam and Galloping Goose fantrips, especially the final one on September 1, 1951. A treat is the interviews with several former employees, who speak with affection of the road they call "the Southern."—*R.S.M.*

Otto Perry's Rio Grande Southern. Sunday River Productions, P.O. Box 565, Concord, MA 01742; 866-544-7771; www.sundayriverproductions.com; 83 minutes; $39.95 plus $5 shipping.

Teenager Gus Pratt shot 16mm black-and-white and color films of the Maine two-footers in the 1930s. Part I shows operations on—and the scrapping of—the Sandy River, as well as a tour of the WW&F's Wiscasset yards after the road had quit. Part II focuses on regular trains and fantrips on the B&H, plus a 1947 look at the new Edaville Railroad. Apart from expertly added sound effects, the films are just as Pratt edited them, complete with type- and handwritten captions. They're treasures.—*R.S.M.*

Riding the Maine Two-Footers: The Films of Gus Pratt, Parts I and II. Preservation Media for WW&F Railway Museum, P.O. Box 242, Alna, ME 04535; 207-882-4193; www.wwfry.org; 30 minutes each; $24.94 per DVD, $45 for both, plus $6 shipping.



2011 New England RR CALENDAR

Features 12 (8x10) full color prints plus 2 covers for $8 post paid or railroad calendar pictures (our choice) 12/$3.00
Domestic orders only.
2-4 weeks delivery: Mystic Valley Railway Society,
P.O. Box 365486, Hyde Park, MA 02136-0009

www.mysticvalleyrs.org

Index of Advertisers

We believe that our readers are as important as our advertisers. If you do not receive your merchandise or a reply from an advertiser within a reasonable period, please contact us. Provide details about what you ordered and the amount you paid. If no action is obtained after we forward your complaint to the advertiser, we will not accept further advertising from them. *Classic Trains* magazine, 21027 Crossroads Circle, Waukesha, WI 53187

American Models 7
Carl Loucks 6
Central Electric Railfans Association 7
Chicago & North Western Historical Society 21
Classic Trains magazine 81, 89
Colorado Railroad Museum 21
GNRHS 86
Greg Scholl Video Productions 12
Herron Rail Video 13
In Search of Steam III 15
Katy Railroad Historical Society 21
Monte Vista Publishing 14
Mystic Valley Railway Society 87
Northern Pacific Railway Historical Society 14
O. Winston Link Museum 86
On Track Publishers, LLC. 14
Railroadbooks.biz 86
RGM Watches 12
Semaphore Records 12
Signature Press 14
Smith, Charles 6
Sunday River Productions 92
Tide-Mark 11
Trains Calendars 83
Trains magazine 80
Union Pacific Historical Society 6
Vanishing Vistas 86
Voyageur Press 12
White River Productions, Inc. 2

The Advertiser Index is provided as a service to *Classic Trains* magazine readers. The magazine is not responsible for omissions or for typographical errors in names or page numbers.

Winton Place is no more

The Cincinnati train-watchers' depot survives, but its familiar name is gone

W. M. Weber

The Winton Place station lives on—as "Chester Park"—in a Hamilton County (Ohio) park.

Denny Hamilton's remembrance of Winton Place station in Cincinnati [pages 22–31] includes a photo on the first page of a group of area railfans on hand for the last night the station was open. The people in the photo are, from left: Frank Perot, Del Berry, "Junior" (actual name unknown), Gilbert Eversull, Jim Blum, unknown (male friend of Bill McDaniel), unknown (female friend of Bill McDaniel), Bill McDaniel, Connie Weitz, Mike Weber, and Jack Haap. Denny points out that Jim Blum later became master of the steamboat *Delta Queen* and gave Denny his first job on it.

After that August 20, 1967, night, passenger trains never again stopped at Winton Place. But the historic structure is preserved 13 miles to the northeast at Heritage Village Museum, a collection of historic Hamilton County structures located in Sharon Woods Park. Beautifully restored inside and out, the station carries the name "Chester Park," just as it did during the early 20th century, when the a horse track and amusement park of the same name were the main attractions at Winton Place. Indeed, the community of Winton Place was then commonly referred to as Chester Park.

Another name change for the neighborhood came in 2006, when residents voted to drop "Winton Place" in favor of the more upscale-sounding "Spring Grove Village." The new moniker is not without precedent, though, as the area was known as Spring Grove in the early 19th century. Nevertheless, it's a shame that a name with such resonance for generations of train-watchers is no more.—*Rob McGonigal*

4-6-6-4 with wings

In his piece on the testing of "smoke wings" on a UP Big Boy [pages 32–35], Gil Bennett mentions that, upon first seeing a photo of the "winged" 4019, he mistook it for a UP Challenger, a dozen of which wore wings. One of them was the 3977, pictured in regular service on page 35. This engine is one of two surviving 4-6-6-4's (the other, of course, is UP's still-active 3985) and is displayed in Cody Park, North Platte, Nebr., having been donated to the city in 1968. Somewhere along the way it lost its smoke wings, but regained them in 2002, along with the snappy gray livery applied to many UP steam passenger engines in the 1940s.—*R.S.M.*

Jeff Terry

Challenger 3977 wears wings in North Platte.

El Paso follow-up

Too late to include it the Fall issue's "Fast Mail" section, we received a note of correction to the Summer issue's "Car Stop" [pages 82–83]. The subject was a PCC streetcar in El Paso, Texas, but the note came from a reader in Menindee, New South Wales, Australia, named John Steven Lasher. He writes:

"The photo was taken during the

'Highball' at Bonsack, not Boaz

O. Winston Link's dramatic color photo of two N&W A's steaming away into the night, which he titled "Highball for the Doubleheader," is one of his best-known images. He chose it for the cover of his 1959 record album *Thunder on Blue Ridge*, and we followed his lead by making it Page 1 of our Summer 2001 issue, which contained a major article by John Gruber on Link's sound recordings. In preparing Jim Shaughnessy's "Helper Heaven" article for this issue [pages 46–53], we noticed that the shanty and track arrangement in Jim's photos at Boaz did not match those in Link's "Highball"—which we identified as Boaz in our issue of 9 years ago. Turns out, as reader Dave Stephenson of Oak Hill, Va., confirms, that Link made his photo at Bonsack, a few miles up the hill from the late-1950s-era helper station at Boaz.

very month [July 1954] that I was visiting my grandmother. We rode these PCC cars many times. The location pictured is on South Stanton Street, a short distance north of what today is referred to as the Good Neighbor International Bridge. The PCC is about to cross not the Santa Fe's Isleta, N.Mex., to El Paso line used by the *El Pasoan*, as stated in the caption, but an ATSF industrial line through town. The Isleta line is northwest of this location.

"A passenger train did, in fact, operate over the Santa Fe industrial line. It was the National of Mexico's Mexico City–El Paso *El Presidente Juarez*, which, until it was truncated back to Cuidad Juarez in 1956, was the only passenger train of Mexico's national carrier to enter the United States. It took over an hour for the train to travel the 3 miles from the Cuidad Juarez NdeM station to El Paso Union Station." ■

R. S. Plummer

Ferrocarril Mexicano 0-6-0 619 departs El Paso Union Station with the three through cars of NdeM train 8, *El Presidente Juarez*, in June 1950. The train will use Santa Fe tracks to the border bridge. At Juarez, an NdeM road engine will take over and more cars will be added.

ClassicTrainsMag.com!

Enjoy this great online extra

Photo of the Day

Each weekday, view a new photo from the golden years of North American railroading.

Subscribers can browse the entire collection of more than 400 images.

The Photo of the Day Archive has a wide variety of photos of all things *Classic Trains*, from steam and early diesel locomotives to great passenger trains.

Visit Subscribe.ClassicTrainsMag.com today to begin your subscription and take advantage of this great online benefit!

ClassicTrains MAGAZINE

Subscribe Today!
1-800-533-6644
www.ClassicTrainsMag.com

P11983 A0CK

DIRECTORY OF TOURIST LINES AND RAIL MUSEUMS

Your essential travel source for railroad attractions. For advertising information call Mike Yuhas at 1-888-558-1544. ext. 625.

ALASKA — Skagway
WHITE PASS & YUKON RAILROAD
231 2nd Avenue

"Scenic Railway of the World"

Narrow gauge railway built during the 1898 Klondike Gold Rush! Operates diesel and steam excursions May through September. For detailed information on our excursion options, visit our website at wpyr.com. Call or email for brochures info@whitepass.net

www.wpyr.com **800-343-7373**

Subscribe to *Classic Trains*!
1-800-533-66 44

CALIFORNIA — Napa
NAPA VALLEY WINE TRAIN, INC.
1275 McKinstry Street

Photo: Trenton McManus

The Napa Valley Wine Train is one of Napa's most distinctive restaurants. Enjoy a round-trip journey through world famous vineyards on board exquisitely restored antique rail cars. Wine tours, wine tasting, great dining – a fabulous trip into America's luxurious past.

winetrain.com **800-427-4124**

COLORADO — Alamosa
RIO GRANDE SCENIC RAILROAD
601 State Ave.

Make your Colorado memories on the rails this year! Enjoy steam power seven days a week, standard-gauge comfort and new, scenic dome cars as you roll through dramatic mountain passes, colorful canyons and charming Colorado towns. Lots of wildlife, bring your camera! Close to Great Sand Dunes National Park & Preserve. Connection with Cumbres & Toltec available. Season runs May-Oct, special events year-round.

www.riograndescenicrailroad.com **877-726-RAIL**

COLORADO — Golden
COLORADO RAILROAD MUSEUM
17155 W 44th Avenue, Golden CO 80403

Colorado RAILROAD Museum

Lose track of time year round at the Depot Museum featuring over 100 engines, cabooses and coaches on 15-acre scenic rail yard. Also, renowned library, roundhouse restoration facility and working turntable. Train rides every Saturday. Group rates and programs available.

ColoradoRailroadMuseum.org **800-365-6263**

COLORADO — Leadville
LEADVILLE COLORADO & SOUTHERN
326 East 7th

Schedule 2009 May 23- June 12 one trip at 1pm. June 13 - Aug. 21 two trips at 10am and 2pm. Aug. 22 - Oct. 14, one trip at 1pm *weekdays*. Weekends at 10am and 2pm. Spectacular trip travels into the high Rocky Mountains, the railroad follows old C&S roadbed, & 1893 restored depot. Family friendly, pets allowed. For more info visit our web site.

www.leadville-train.com **866-386-3936**

FLORIDA — Fort Myers
SEMINOLE GULF RAILWAY
1-75 exit 136 at Colonial Blvd.

Colonial Station (Colonial Blvd. near Metro) Fort Myers. Dinner Train operates 5 nights a week year-round with a humorous Murder Mystery Show. A five course dinner prepared fresh on board served with choice of 3 entrees. Seasonal daytime Excursion Trains. Ask for our special get-a-way hotel packages and save.

www.semgulf.com **800-SEM-GULF (800-736-4853)**

INDIANA — Connersville
WHITEWATER VALLEY RAILROAD
5th and Grand

Travel through time on Indiana's most scenic railroad. 33-mile round trip to Metamora, May through Oct. Special events Feb through Dec. Vintage diesels: 1951 Lima-Ham 750HP SW, 1954 EMD/Milw. SD10. Gift Shop.

www.whitewatervalleyrr.org **765-825-2054**

NEW YORK — Medina
MEDINA RAILROAD MUSEUM
530 West Ave.

WNY Railroad history on display. World's largest collection of RR artifacts, memorabilia, photos and models on display. Plus huge HO scale train layout 14 ft. by 204 ft. Home of the NYC E-8's #4068 & #4080.

www.railroadmuseum.net **585-798-6106**

TEXAS — Cedar Park
AUSTIN STEAM TRAIN
401 E. Whitestone Blvd, Suite A-103

Hop on the Austin Steam Train and enjoy a scenic trip through the Texas Hill Country during your next visit to Cedar Park, Texas. Take a trip back in time and experience the travel of yesteryear. Visit to www.AustinSteamTrain.org for details. Hop online, then hop aboard!

www.AustinSteamTrain.org **(512) 477-8468**

VIRGINIA — Clifton Forge
C&O RAILWAY HERITAGE CENTER
705 MAIN STREET

Visit the C&O Railway Heritage Center in beautiful Clifton Forge Virginia, located in the heart of the scenic Alleghany Highlands. Interstate 64, Exits 27 & 24

Features:

- 1896 Freight Depot Visitor's Center
- Replica Signal Tower for train watching
- 1922 Gadsby's Tavern Dining Car
- Restored C&O Cabooses
- 7½ Inch Gauge Ride-On Train
- Large Scale Locomotive Models
- 96 Foot O Gauge Layout
- C&O China and Chessie Displays

www.candoheritage.org **540-862-2210**

WEST VIRGINIA — Romney
POTOMAC EAGLE SCENIC RAILROAD
Route 28 North

Enjoy the mountains and valleys that make West Virginia a special place aboard luxury lounge or open window cars on the Potomac Eagle. Trains operate 3.5 hour trips between Romney and Moorefield with all-day trips to Petersburg on selected dates. Trains run Saturdays and some Sundays, May thru September, with daily service in October for the fall foliage. Coach and first class service available on all trains. Since 2005, eagles were seen on every train ride. Call for more information or visit our website.

www.potomaceagle.info **304-424-0736**

MARKETPLACE

Decorative plaques to enhance your train room!
Rail Plaque
www.railplaque.com

David A. Oram
Original Railroad Paintings & Limited Edition Prints
905.778.0765
www.davidaoram.com

The Wreck of the Red Arrow is the riveting tale of one of America's worst train wrecks – a true story told by reporters, police, investigators, railroad officials, and Red Arrow survivors. By Dennis McInay.

$24.95
plus $5.95 shipping, $1.85 PA sales tax
(866) 695-5960 • SevenOaksPress.com
Seven Oaks Press • 826 Walnut Street, Hollidaysburg, PA 16648

ROY CAMPBELL PHOTO COLLECTION
STEAM LOCOMOTIVE BOOKS & CDS
Upper Midwest incl. CB&Q, Soo, Rock Island, C&NW, GB&W, Milwaukee Road and more.
LSSAE for brochure: MPA, Box 51, Merrill, WI 54452
www.merrillpublishingassociates.com

Black/White Prints - Lists (with sample):
Street car and interurban 19,700 scenes.....$9.00
Steam and diesel 3,300 scenes.....$3.00
Bus and trolley bus 2,150 scenes.....$3.00
Duplicate Color Slides - Lists (with sample):
Street car and interurban 10,700 scenes.....$6.00
Steam and diesel 13,800 scenes.....$6.00
Bus and trolley bus 2,400 scenes.....$3.00
Scholes Photos • Dept. TM
3685 Fincastle Drive • Beavercreek, OH 45431

Illinois Central

King of IC's Central Stations

Illinois Central opened its main Chicago passenger terminal and general office building on April 17, 1893, two weeks before the World's Columbian Exposition began drawing thousands of visitors to the city. Designed by architect Bradford L. Gilbert (whose works included depots from New Hampshire to Missouri, as well as the first steel-framed skyscraper in New York), the stone structure was a Romanesque Revival landmark on the Lake Michigan shore. Officially named Central Station, as were several other depots on the IC system, the terminal was often called "12th Street" after the nearby avenue that was later renamed Roosevelt Road.

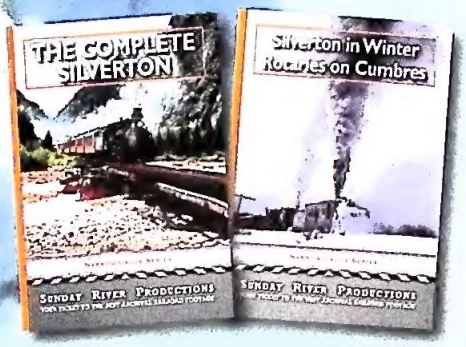
Besides IC's limiteds, Central hosted the trains of several tenant roads over its 69-year life, notably NYC's Michigan Central and Big Four but also including Soo Line, Pere Marquette, and C&O; IC's suburban trains and South Shore Line interurbans used an adjacent, modest facility. IC replaced the original high-arched trainshed with a low roof in the early 1940s. Another alteration—the 1962 installation of a false ceiling 20 feet above floor level—marred the grand waiting room pictured here in the 1950s. Central's last trains departed, under Amtrak auspices, on March 5, 1972; ICG moved out in late '73, and the wrecking ball came the following year. ■

Sunday River Sets & Combos

Appalachian Steam

Logging

New York Trolleys



NEW!!

Silverton Suite

The Complete Silverton

Silverton in Winter/Rotaries on Cumbres

Rival Streamliners

And more, including:

North Coast Limited

Colorado Mountain Steam

Pennsylvania Trolley Trilogy

A Perfect Gift!

20% off all Sets & Combos

Code WCT10 thru 01/06/11

Click on Sets & Combos on website

or Call for a complete list

SundayRiverProductions.com 866-544-7771

SUNDAY RIVER PRODUCTIONS

YOUR TICKET TO THE BEST ARCHIVAL RAILROAD FOOTAGE